

18 MARCH 1955

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-

*The three brilliant*

## Vauxhalls



**The 4-cylinder Wyvern**  
Price £495 plus £207.7.6. P.T.

**The 6-cylinder Velox**  
Price £535 plus £224.0.10. P.T.

**The sparkling  
new Cresta**

All the verve of the Velox,  
plus added luxury in styling  
and appointments.  
Price £595 plus £249.0.10. P.T.

**Spacious . . . Powerful . . . Economical . . . that's Vauxhall Value!**

# GO AHEAD BUY A HAWK!



The quick, live power of a 20% more powerful overhead valve engine giving vivid, exciting acceleration, is yours to command. All the luxury, the comfort, the built-in quality of a truly great car—and over 80 m.p.h.!

*PACKED WITH POWER  
AND READY TO PROVE IT!*

Larger brakes for greater safety and numerous detail refinements all for no extra cost!

AND WITH OVERDRIVE, (£45 plus p.t. £18.15.0) still more miles per gallon, still better top gear performance. Less engine wear too.



The o.h.v.

## HUMBER HAWK



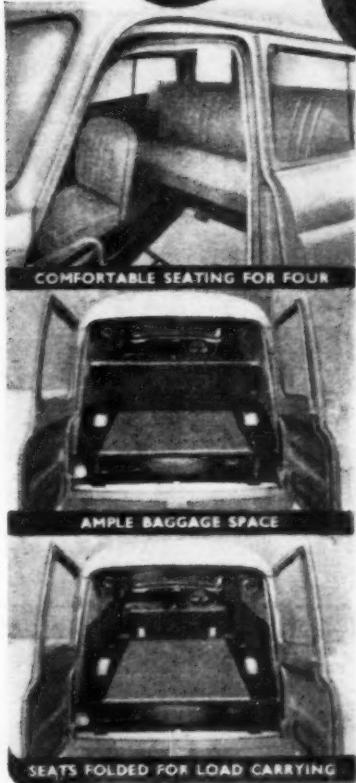
BY APPOINTMENT TO THE LATE KING GEORGE VI  
MOTOR CAR MANUFACTURERS HUMBER LIMITED

A PRODUCT OF THE ROOTES GROUP

£695 plus p.t. £290. 14. 2

White-wall tyres and stainless rimfinishers available as extras

HUMBER LIMITED, COVENTRY. LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD, DEVONSHIRE HOUSE, PICCADILLY, LONDON W.I.



**ESTATE CAR CONVERSION  
on the  
THAMES 5cwt.VAN**

PRICE  
**£403**  
PLUS £169/-10 P.T.

"Nothing succeeds like success"—and the Hawson "Hold-all" is a winner. Owing to the popular demand orders are now being executed in strict rotation. Order now and reserve your place in the queue. The Hawson "Hold-all" has these important features:

- Comfortable Four Seater
- Large Capacity for Load Carrying
- Wide All Round Vision
- Three Colour Options: Marine Blue, Battleship Grey, French Beige.
- Double Rear Doors
- Fully Finished Interior
- Easy access to Spare Wheel
- Ideal for Commercial Travellers Private Traders, etc.

Optional Extras:—  
Hardura Lining, Sliding Side Windows.

FULL INFORMATION FROM ANY FORD DEALER

OR DIRECT FROM:

**HAWSON LIMITED, SUNBURY-ON-THAMES, MIDDLESEX.**  
Telephone: SUNBURY-ON-THAMES 3163

You can't get away from it ...

THERE'S NOTHING SO GOOD AS  
AN HML REBUILD

In London and Liverpool, Brighton and Birmingham, everyone's saying "You can't beat an HML Rebuild for value and service". All over the country their fine precision engine-rebuilds are giving as-new performance and operating economy. Make your next Bedford or Vauxhall engine-exchange with HML—and be sure of top satisfaction.

#### PARTS SERVICE DEPARTMENT

Open Monday to Friday 8 a.m. to 6.30 p.m.  
Saturday 8 a.m. to 4 p.m.  
Sunday 10 a.m. to 1 p.m.

Ring PADdington 0028 for immediate service.

### HAMILTON MOTORS (London) LTD

*Bedford and Vauxhall Main Dealers*  
466-490 Edgware Road, London, W.2 \* 169-171 Harrow Road, London, W.2  
Telephone PADdington 0022 (12 lines)

#### THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first— you send the old one in afterwards. Exchange prices from as low as £35.

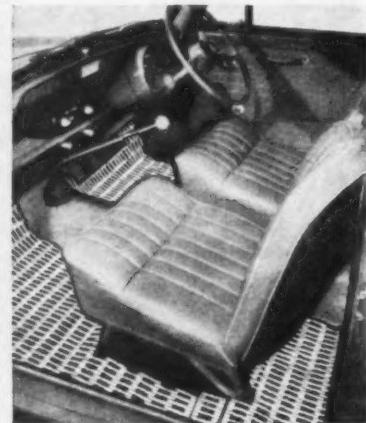
May we send you a copy of our  
Booklet?



How I hated cleaning that messy, awkward-to-get-at floor.



With the new Typrod Mat, all I have to do now is to shake the dirt from the dust collector apron, avoiding the need of constant floor washing.



Typrod Mats are tailored to fit in colours to tone with the trimming of the car. They give a rich and warm effect where bare rubber and plastic flooring is standard—also most effective as a protector of carpets.

Save work with a

## TYPROD Car MAT

(Patent Pending)

WITH ITS OWN DUST COLLECTING APRON

Guaranteed for 10 years

Manufactured by: TYRE PRODUCTS LTD., 303 Harrow Road, Wembley, Middlesex.  
Telephone: WEMbley 9555.

Sole Distributors for the South of England

S. NORRISH LTD., 220 Great Portland St., London, W.I. Telephone: EUSton 0821.

Without obligation, please send me full particulars.

Name \_\_\_\_\_

Address \_\_\_\_\_

Make of car \_\_\_\_\_ Year \_\_\_\_\_

Model \_\_\_\_\_ H.P. \_\_\_\_\_

Name and Locality of Local Garage \_\_\_\_\_

BRAKING PROBLEMS No 2



Alan Williams

## How to cure a tendency to GRAB ?

### Get the WOVEN-or-MOLDED question sorted out

There's more to this braking business than just a liner engaging a shoe . . . much more. Some braking systems require woven liners; others need molded ones. Fit the wrong type, or even the wrong quality of the right type, and troubles (grab among them) can start. So it's expert knowledge and a really comprehensive range of liners that are needed. That's where Small & Parkes come in. They can supply your Garage with both . . . a full range of the famous DON woven and molded liners, and the expert 'know-how'.

SMALL & PARKES LTD  
Makers of the  
"DON-FLEX" (patent) Clutch Disc.  
HENDHAM VALE WORKS  
MANCHESTER 9

London Office: 76 Victoria St., S.W.1

Fit  to be sure!

*The best of Woven and Molded*



## Imperial LOOSE COVERS

- Really good and substantial materials
- Template Tailored for extra smartness and snug fit ● All seams overbound for neatness and strength ● Covers for all makes of car ● Patterns for every taste.

**ENTIRELY NEW!** The range of Imperial Rayon cover materials. Striking, serviceable, smart. Non-burnable, fadeless. In a large range of appealing patterns. Imperial Covers available too in Tapestry, Tygan Plastic, Moquette, Felt, Bedford Cord with surround materials of Cloth or Dulon Leather Cloth as desired.

Also: Imperial Radiator Blinds with new silent control box; Imperial "dazzle-sheen" Car Polish.

**Ask at your Garage!**

Manufactured by—

BROADFIELDS GARAGE & ENGINEERING CO. LTD. Wharf Road, Ponders End, Middlesex  
Telephone: HOWard 3191 — 2 — 3 — 4

White Ad 28564

## MOTORISTS ARE WANTED

for the mechanical transport units of the Royal Army Service Corps Army Emergency Reserve.

Those who would want to take a responsible part in a Royal Army Service Corps unit in the event of mobilization are earnestly invited to join an Army Emergency Reserve unit now.

*Each unit meets once a year for 15 days training. This is the only commitment in peacetime. Units train with vehicles and motor cycles.*

It is hoped that a sufficient number of Motor Club members will become volunteers so that particular units may be "adopted" by the Motor Club concerned.

In many instances an equivalent rank to that previously held in the Services (not necessarily in the Army) can be re-granted. There is good scope for further promotion. Full pay and allowances apply to all training and there are useful annual bounties. Young men are not eligible until they have completed their two years' National Service. The upper age limit, for those with last war experience, is 50 years.

There are other types of unit for which volunteers are required—petroleum, "supplies", horse (pack), fire fighting, air dispatch and water transport, fast and harbour launches. Ex RAF Navigators are welcome as navigators of fast launches.

If you are interested please write (mentioning if you previously held commissioned rank), when full details and an application form will be sent to you. Subsequently an offer of provisional rank and posting to a unit will be sent to you, without obligation.

To HQ AER RASC West Camp,  
Crowborough, Sussex.

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PLEASE USE BLOCK LETTERS

AV/566

# IT'S HERE! The Totally New Tyre!



**U.S. Royal Car and Giant Tyres are made in Great Britain by The NORTH BRITISH**

RUBBER CO. LTD., EDINBURGH

SUPER LOW PRESSURE

## U.S. Royal 8

with **8 outstanding Totally New features!**

- ① **TUBE OR TUBELESS.** The U.S. ROYAL 8 is the first and only tyre with *Totally New* features which give equally advanced performances in tube or tubeless tyres.
- ② **UP TO 25% MORE MILEAGE.** More rubber on the road . . . up to 25 FREE miles are added to every 100 averaged on ordinary tyres.
- ③ **GREATER SAFETY.** The tread of the U.S. ROYAL 8 is compact. Grooves are narrower . . . ribs wider but set closer together. This combination plus stronger carcass act as a new defence against punctures or blow-outs.
- ④ **ROAD-HUGGING TRACTION.** The traction edges of the U.S. ROYAL 8 are scientifically designed to sweep away road film, guarding against skid and 'drift'. You start and stop in a straight line — even on 'skiddly' surfaces.
- ⑤ **SLEEK STYLING.** The U.S. ROYAL 8 is handsome and smart. It has a fresh, new-style simplicity, expressed dashingly in both conventional and whitewalls — lending elegance to any car.
- ⑥ **COMPLETELY SMOOTH RIDE.** Smothers cobble-stone shudder, flows over irregularities and soft-cushions bumpy ridges and ruts.
- ⑦ **SURER STEERING.** Positive no-roll road contact brings perfect pin-point response to steering . . . a new driving ease.
- ⑧ **NEW SILENCE.** Squeal is hushed to the faintest whisper on the U.S. ROYAL 8.

### U.S. Royal De Luxe

The world's greatest tyre for the motorist using standard pressure tyres.

Tests have proved the U.S. ROYAL DE LUXE to be the world's most advanced standard pressure tyre — a great performer under the most arduous road conditions!



# U.S. Royal

*Internationally famous*

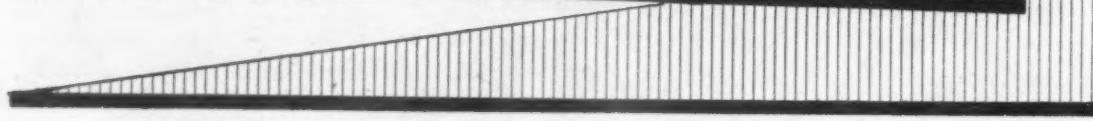
*Write for 'New Ride', a FREE booklet for all motorists to Dept. R2. THE NORTH BRITISH RUBBER CO. LTD., CASTLE MILLS, EDINBURGH, 3*



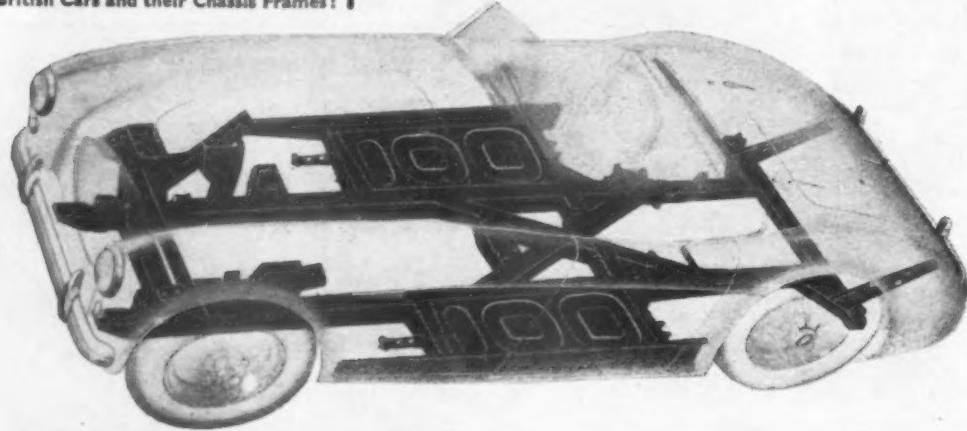
Like most of Britain's fine cars  
the Triumph T.R.2. is equipped with  
Burgess Exhaust Silencers.

BURGESS PRODUCTS COMPANY LIMITED,  
SILENCER DIVISION, HINCKLEY, LEICESTERSHIRE

*Silenced by* **BURGESS**



British Cars and their Chassis Frames : 8



## Austin-Healey

The chassis frame of the Austin-Healey 100 is manufactured by John Thompson Motor Pressings Ltd. This frame has a number of interesting features, notably the carbon arc welded box section of the main members, the fabricated front suspension members and the composite construction of frame, outriggers and floor panels which are designed to integrate with the body frame and scuttle, thus achieving the required structural rigidity.



**JOHN THOMPSON MOTOR PRESSINGS LIMITED**  
**WOLVERHAMPTON**

*This girl skater shown practising on the ice in Switzerland, provides a perfect example of poise and balance.*

## BALANCE — affects your carburetter too!

To feed your engine with an accurately balanced petrol-air mixture is the constant and exacting task of the carburetter. But if it has become worn through long service this vital balance will be upset, which means that petrol will be wasted and power lost. Did you know that at very little cost you can replace a worn Zenith with a new unit of the same type or, if your carburetter is of another make, with a special Zenith conversion outfit? Post the coupon below for full details.



BALANCED CARBURATION BY

# ZENITH

GIVES MORE POWER FROM LESS PETROL

Ask for details of this  
NEW Direct-Attachment-to-Carburetter

**ZENITH**  
FUEL FILTER

Easily fitted in 5 minutes  
to almost all  
makes of carburetter



Overall height  
3 1/8" only

To : THE ZENITH CARBURETTER CO. LTD, Honeypot Lane, Stanmore, Middx  
Please send me details of your Service Exchange and Conversion Plans together with the name and address of my nearest Zenith Service Station.

MAKE OF ENGINE ..... H.P. ..... YEAR .....

NAME .....

ADDRESS .....

AC14

*Can you measure  
Quality?*

The Jackdaw — a first class adjustable wrench. Precision forged for accuracy, fine adjustment is made swiftly. Weight carefully balanced, making it a pleasure to handle.

Quality is degree of excellence or relative goodness, and can only fairly be measured by long acquaintance with all of a particular class.

CHROME	PARKERISED	SIZE	Max. Whit. Open-ing	Max. Open-ing	Weight o e each in Carton
Ref.	Ref.	in.	in.	in.	lbs.
AA 04	AB 04	4	1	1	.09
AA 06	AB 06	6	1	1	.28
AA 08	AB 08	8	1	1	.5
AA 10	AB 10	10	1	1	.81
AA 12	AB 12	12	1	1	1.68
AA 15	AB 15	15	1	1	3.37
AA 18	AB 18	18	1	2	5.56

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Illustrated  
Lists

Garringtons  
HAND TOOLS



GARRINGTONS LTD • DARLASTON • BROMSGROVE

Take care  
of soft-tops  
with  
SLIPCO —  
the popular  
dressing



Leather and imitation  
leather car roofs, trunks  
and tyre covers come up good  
as new with this proved  
"triple action" dressing.  
It waterproofs, preserves,  
improves appearance. Easy  
to apply; dries overnight;  
does not crack or peel.  
1-pint tin 3/6 1-pint tin 5/-

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Look after your  
engine—right  
from the start  
—with  
SLIPGRAPH



A "must" for  
every engine's first  
1,000 miles. Gives  
longer life to every  
part—fine performance  
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Contains a g\* colloidal graphite and  
new super-oily Polyad for tenacity in  
the graphoid film. Not  
removed by any type  
of filter.

1-pint ... 3/4      1 pint ... 6/6  
1 qt. ... 11/6      1 gal. ... 42/-

\*regd. Trade Mark Acheson Colloids Ltd.



## to look after your car!

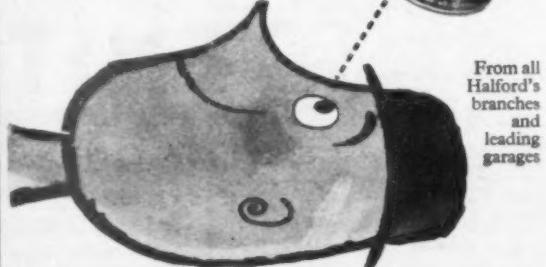
Protect those raw metal surfaces  
with SLIPCO Brand  
Pure Aluminium Leaf Paint

Protects and preserves metal as only  
the finest Aluminium Paint can!

- \*Resists heat   \*Petrol-resistant
- \*Inhibits rust   \*Fire-proof
- \*Prevents corrosion   \*For all surfaces

2½-oz. ... 1/9      1-pint ... 3/-

1-pint ... 5/-



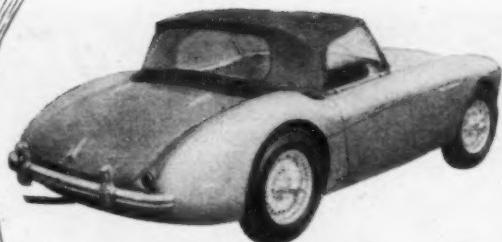
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Halford's  
branches  
and  
leading  
garages

SLIP PRODUCTS & ENGINEERING CO. LTD.

Manufacturers of the world-famous diesel and fuel oil additives DIESLIP,  
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Also distributors for genuine Lockheed Brake Fluid and PurOlator Oil Filters

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Austin-Healey One Hundred.



M.G. TF.



Swallow Doretti.

Nash Metropolitan (*Manufactured by  
The Austin Motor Co. Ltd.*)

Triumph TR2 Sports.

**For more vision  
in rear windows  
thank VYBAK  
Flexible Clear  
Sheet**

All these rear windows *fold* with their hoods, and there's no fear of cracking, crazing or marking with tough VYBAK Flexible Clear Sheet. Larger rear windows mean more light, better vision—and greater safety. Samples and prices gladly sent to manufacturers and accessory dealers.

*Each of the States in the U.S.A. has tested and approved VYBAK Clear Sheet, which complies with the American Safety Code for motor vehicles.*



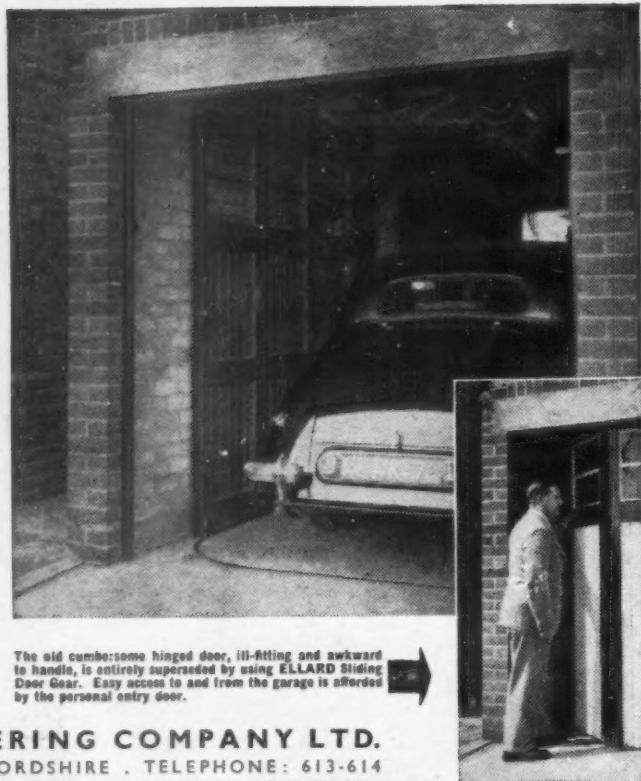
**Flexible Clear  
Sheet**

# ELLARD

**SLIDING DOORS  
FOR EASE  
AND SPEED!**

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.

**CLARKE ELLARD ENGINEERING COMPANY LTD.**  
WORKS ROAD . LETCHWORTH . HERTFORDSHIRE . TELEPHONE: 613-614



The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door. →

K.R.J.

**Measham**

**SPECIAL Spring SALE**

**TUESDAY**

**29<sup>TH</sup>**

**MARCH**

### Your Great Opportunity

... to sell your car for the highest market price or to buy with the confidence Measham gives. This first special event of 1955 will attract a large assembly of fine cars, commercial vehicles and caravans—and eager buyers. Your car should be at Measham, where the unique facilities and protections make it easy to sell and safe to buy.

**MEASHAM MOTOR SALES ORGANISATION LTD.**  
MEASHAM, BURTON-ON-TRENT.

Telephone: Measham 322 (5 lines).  
Telegrams: Measham 322.

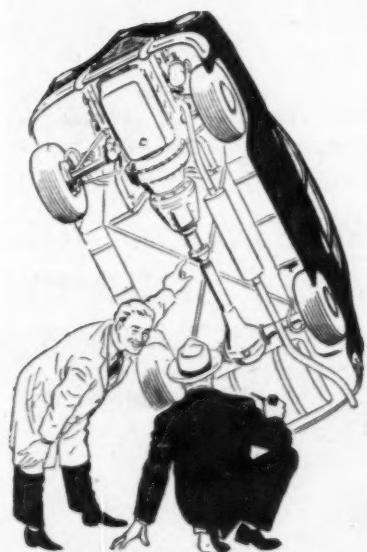
London: 368-370, Kensington High Street, W.14. Tel.: WESTern 9821.  
Manchester: 30-34, Victoria Street, Manchester 3. Telephone: BLACKfriars 6386 or 5145-6. Stafford: Walton, Stafford. Telephone: MILFORD 293.

Post coupon for Entry Forms and full details.

Please send me full details of all Measham Services, Free Travel Facilities, current Entry Form and Sale Conditions.

Name .....

Address .....



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## BUT THERE IS ONLY ONE **NOVASEAL**

THE FINEST UNDERBODY PROTECTIVE  
COATING IN THE WORLD

However old or new  
your car—it will  
last longer—run  
quieter—if it is

## **NOVASEALED**

THERE IS A **NOVASEAL** EXPERT IN YOUR AREA

Write to us for name and address of your nearest Novaseal expert.

**NOVA PRODUCTIONS LTD.**  
GORDON HOUSE, GORDON RISE,  
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Please send name of my local Novaseal Agent to:

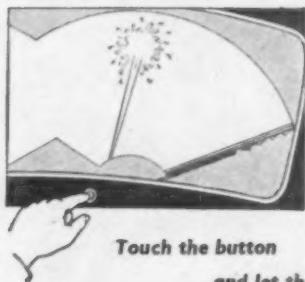
Name .....

Address .....

# "Every driver should fit the Trico automatic screenwasher"

says **STIRLING MOSS**

—and he should know



Touch the button  
and let the

**ONLY**  
**49<sup>6</sup>**  
**COMPLETE**

**TRICO**  
Automatic  
WINDSCREEN  
**WASHER**

clean your screen as you drive.

BRITAIN'S No. 1 RACING DRIVER



Power operated by the car engine the TRICO washer cleans your screen automatically as you drive. Just a touch of the button—twin water jets spray the screen and wipers effectively remove road slime. Car makers throughout the world prefer TRICO—the first and still the finest windscreen washer.

Get your local garage to  
fit one to your car—TODAY!

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Phone: EAL 2672

## Stop Press News!

Another addition to the MELCO range of plug spanners!



**MELCO**  
Long Reach Plug Spanners

Here's a spanner designed to make plug removal really easy. With its long handle and swivel-jointed head, it will reach the most awkwardly placed plugs with minimum effort. It is 1' 3½" long overall, and has a full-fusion pressure welded handle.

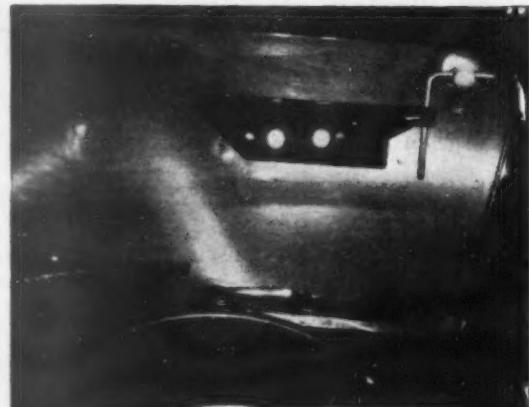
PS. 35 14mm. 5/6 retail PS. 36 18mm. 5/9 retail

From all good Motor Accessory Dealers

Manufactured by

**THOMAS MELDRUM LIMITED** Sheffield  
Wholesale & Export only

*At Last—the cure for DAZZLE  
FIT A Lewisall DAZZLE SHIELD*



This action photograph shows how the LEWISALL DAZZLE SHIELD catches the blaze of oncoming headlights and completely cuts out the dangerous glare. Fitted slightly to the right of the centre line of vision, a slight movement of the head brings the diffusing shield into action and you CAN STILL SEE THE ROAD AHEAD BECAUSE OF THE CUTAWAY DESIGN.

SUPPLIED WITH RUBBER SUCTION DISC FOR IMMEDIATE FITTING AND ALSO ATTRACTIVE FITMENT FOR PERMANENT USE. WILL FIT ANY CAR. TWISTS UP FOR DAYTIME DRIVING. REVOLUTIONISES NIGHT DRIVING. BANISHES EYESTRAIN AND FATIGUE.

PRICE 12.6 FROM ALL GOOD GARAGES  
OR DIRECT FROM THE MANUFACTURERS

**LEWISALL PRODUCTION LTD.,**  
40/44, TANTARRA STREET, WALSALL. Phone: 6081/2



**'See how they fit'**

Of course—they fit perfectly—because they're Regency covers. They don't ruck or pull, the seams are finely piped and there are zips for the centre arm-rests.

*From all good Motor Agents*



**COVERS LTD.**

WEST END SHOWROOMS, 169 GREAT PORTLAND STREET, LONDON, W.I.  
Telephone: LANgham 8001  
and 41/43 ALBION STREET, LEEDS, 1. Telephone: Leeds 54517  
(FACTORIES AT TOTTENHAM AND NORWICH)

What's more Regency car seat covers . . .

- ★ Protect your upholstery
- ★ Save shine on your clothes
- ★ Can be easily cleaned
- ★ Are available in 40 patterns and 7 different materials, many of them burn-proof.

**POST TODAY for FREE patterns and prices—NOW!**

*Regency Covers Ltd., 169 Great Portland Street, London, W.I.*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ TYPE \_\_\_\_\_ YEAR \_\_\_\_\_

**NUWAY**  
Tailored  
CAR MATS

- Of fibred rubber link constructions.
- Attractive in appearance.
- Tailored to fit.
- Increased comfort and resilience.
- Reduced cleaning.
- Moderate in price.
- Available in colour.
- Guaranteed for 10 years.

BROWN  
RED  
BLUE  
GREY  
GREEN  
BLACK

NUWAY MANUFACTURING CO. LTD. COALPORT SHROPSHIRE

SE/NM 2401

Obtainable through leading Motor Agents and Accessories Suppliers, and through Halfords.

**STOP SOOT MARKS**

**WITH THE RAYDYOT EXHAUST DEFLECTOR**

UNIVERSAL FITTING FOR ALL CARS

PRICE  
**15/-**

Obtainable from most good garages and Halford branches

**RAYDYOT SPECIALITIES**  
FOR BETTER MOTORING!

**JAMES NEALE & SONS LTD**  
GRAHAM STREET, BIRMINGHAM, I  
LONDON DEPOT: 95, Pimlico Road, S.W.1  
LEEDS DEPOT: West Mill, Harmer St., Kirkstall Road.

THE ANSWER TO **RUST** IN YOUR OWN HANDS



**DRYGALV**  
ZINC RICH PAINT

Galvanizing with a paint brush!  
FOR YOUR CAR & BOAT

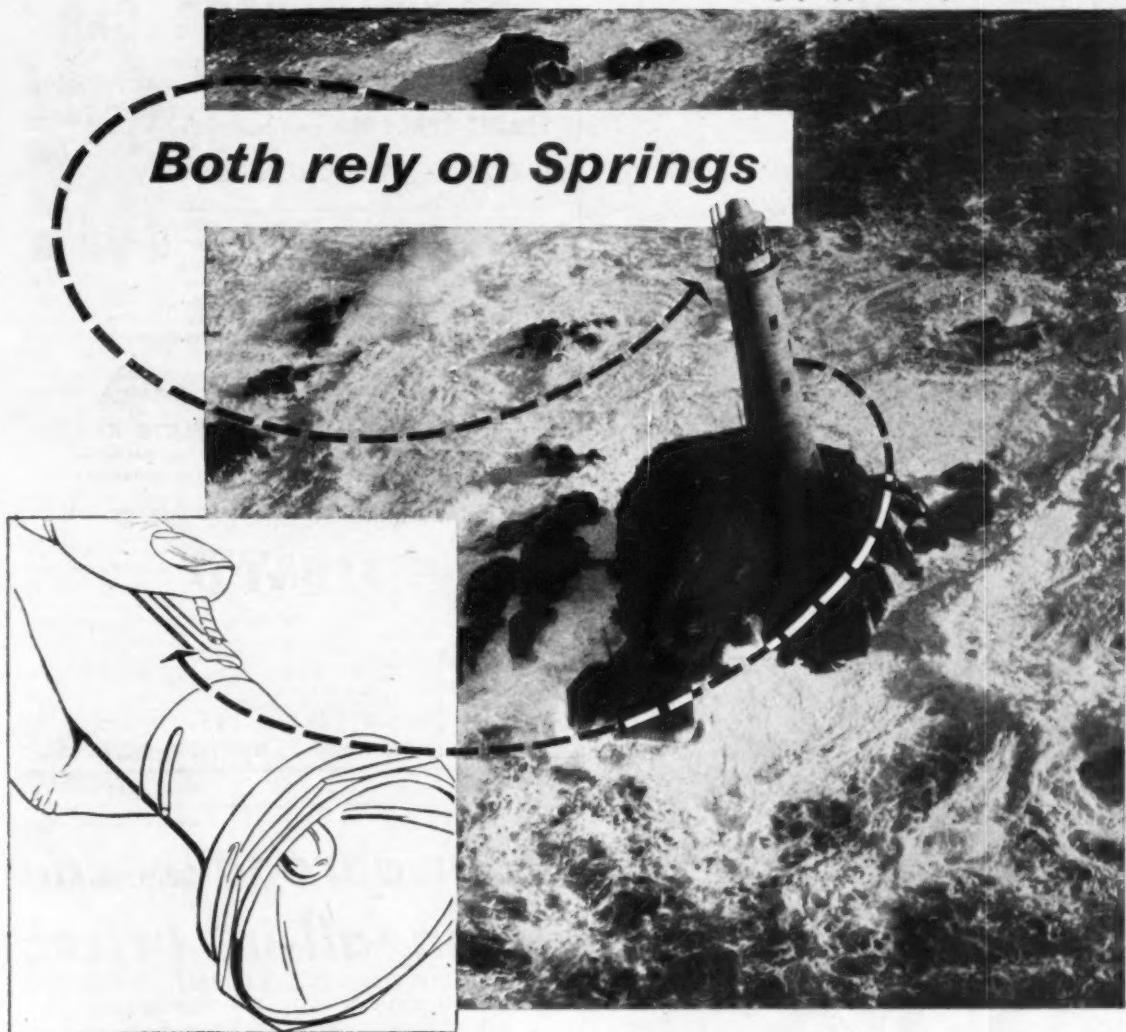
SIMPLY BRUSH IT ON

If your garage does not stock Drygalv SEND FOR ½ PINT SAMPLE with sufficient thinners for cleaning brush, 7/- (post and packing paid).



**DRYNAMELS LTD.**, Research Dept.,  
Shaftmoor Lane, BIRMINGHAM, 28.

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## ***Both rely on Springs***

From the high precision springs required for the mechanism of a lighthouse to the simpler counterpart in a hand torch, the right spring for the job is essential to ensure perfect performance. When your springs are designed and made by Salter, they are just right—not the cheapest obtainable but fit to work for ever.

A tradition of quality in craftsmanship and materials is embodied in every Salter spring—you can depend on Salter for the *right spring for the job*.

**SALTER**  
Service to Engineers since 1760

Geo. Salter & Co. Ltd., West Bromwich



a nation-wide  
radiator service  
to the motor trade

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## RESPRAY YOUR CAR

for as little as £3 with the  
SPRAYT SPRAY GUN and materials

IDEAL FOR TOUCHING UP!

WORKS OFF TYRE PUMP & GIVES CONTINUOUS SPRAY



Cheapest, most efficient Gun ever produced for the amateur. Special non-return valve ensures perfectly smooth and continuous spray from any tyre pump. Results absolutely professional—materials supplied permit flawless high-gloss finish. Does 101 jobs in the home—tackles small jobs as efficiently as large! Recommended by "Practical Motorist." Complete Kits including Gun and all Materials (Black Cellulose finish, Anti-Rust, Primer-surfacer, Thinners, Stopper, Cutting Compound, wet and dry Emery).

### COMPLETE KITS:

30/- (in large size) and 20/-

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All Car colours available. EXACT colour should be specified, i.e. Austin Antrim Blue. Antrim Blue is not sufficient.



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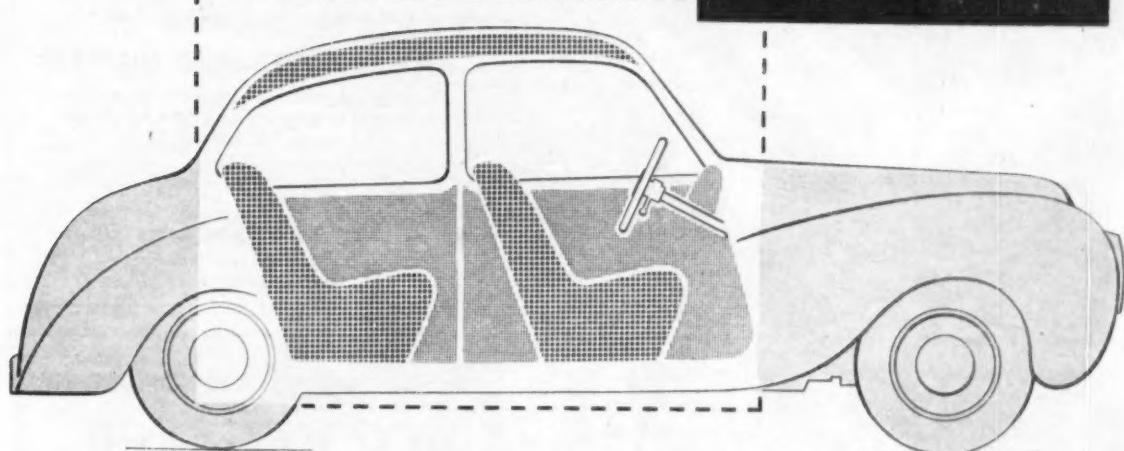
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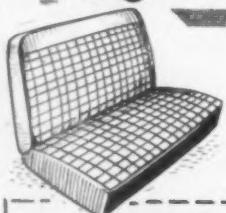
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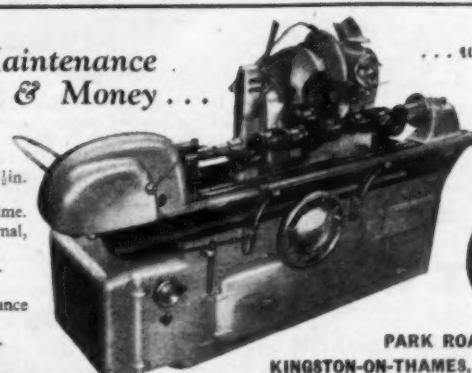
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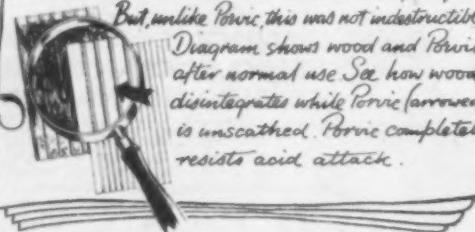
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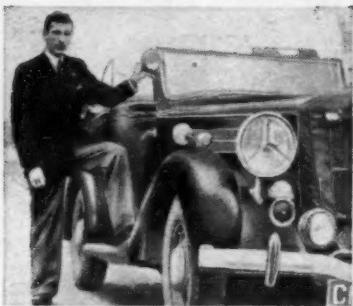
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SECTION THROUGH RING

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The best results will be obtained if, at the same time as fitting Duaflex Rings, new Wellworthy Pistons with Matched Sets of Wellworthy Rings are also fitted.

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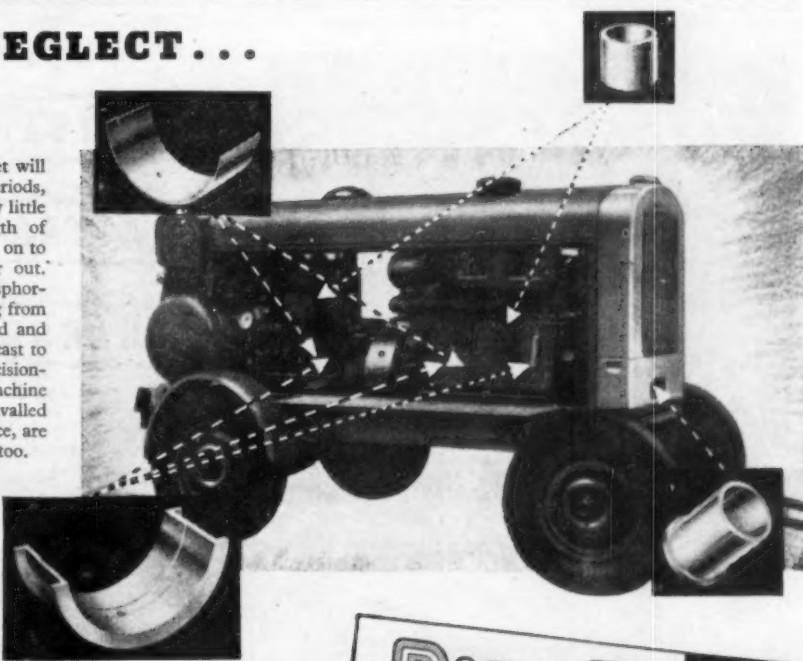
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# Autocar

FOUNDED 1895

No. 3094

Friday, 18 March 1955

Vol. 102

## Rally in Retrospect

**I**t would be cruel to accuse the R.A.C. of having over-organized itself into trouble in the British Rally which finished last Saturday, but that was, in fact, what happened. The process was assisted by diabolical weather and timing snags, but the effect of these two trouble factors was vastly increased by the necessity to route competitors over very narrow roads in which baulking becomes a major source of lost marks. This is made necessary because the main road network of this country imposes virtually no test on a car's capabilities, even in the middle of winter; consequently the wilder areas must be sought and the roads through these are inevitably narrow. Their roughness is, of course, welcome—at least, to the organizers.

None the less, the rally was rescued by an almost superhuman endurance feat by the results party, which worked itself nearly to a standstill in order to sort out the complications of night in the Black Mountains and elsewhere. And when the results were announced, it was evident that the event, for all its vicissitudes and mishaps, had been a searching test of cars and drivers, logically won by experts and with the type of car to suit the conditions. If anything, it was more a navigator's rally than preceding ones in the series, and navigators earned a just share in the applause at the prizegiving. That is how it should be. Miss Sheila Van Damm, who is rapidly becoming the darling of British motoring, headed the ladies' category, and she in turn deflected as much credit for the win as possible on to the shoulders of her navigator, Mrs. Anne Hall.

The three makes concerned in the major victories were Standard, Triumph and Sunbeam, and their performances crystallized the reputation in normal road work as well as competition which these cars enjoy. All in all, the very tough 1955 rally seems to have illustrated the old motto that you cannot keep a good man (or woman, or car) down.

## Monopoly or Dictatorship?

**I**n its second advertisement designed to "share our problem" with the public, London Transport makes few bones about its unwarranted attack on the private motorist in London. By using his car to get to work, we are told, "his logic is at fault," and he is more or less accused of being thoroughly selfish, because his car demands space on the road and makes bus services less satisfactory.

Such blatant arrogance might be excused in a small private company which had to fight for survival, but it can hardly be overlooked coming from a supposedly responsible public undertaking which, moreover, is virtually unchallenged as a means of transporting the public of London. One would expect a modicum of intelligence from such a source. We wonder how many L.T.E. workers at 55, Broadway, are inconsiderate enough to take up part of Westminster's far too exiguous parking space with a private car. Are they, also, to be accused of selfishness because they prefer expensive and heavily taxed privacy to the privilege of waiting like a lot of patient sheep by the roadside, in nearby Victoria Street, in spite of the fact that, according to London Transport, there should at any moment be three No. 11 buses "moving steadily along that highway"? Ensconced in their monopolistic citadel, the Executive seem oblivious to normal economic considerations, forgetting the congestion that they themselves cause by trying to promote a too-frequent and too-frequently-stopping service. Forgetting, too, that there are more commercial vehicles on the London roads than private cars.

It is unintelligent and spiteful to foster animosity between the bus traveller and the car owner; envy there must be, however well veiled it is, of those fortunate enough to own a car. But we are in England, not Russia—the car owner pays dearly for his privilege, and he is entitled to make use of it. If undeclared war is to be fought between the bus and the car it can increase danger on the roads, it can set one body of road users against another, but it will hardly compensate for the lack of efficiency to which rising fares are a barometer.

MODELS OF  
ALL AGES  
ON DISPLAY  
AT GENEVA—  
FIAT 600  
ATTRACTS  
MUCH  
ATTENTION



Farina's coachwork on a Lancia chassis achieves a high degree of originality without resorting to the bizarre. The combined tail fins and roof overhang protect the rear window from rain

**T**O those who have wintered in England, Switzerland in the spring provides a welcome change. The clear skies and clean, crisp air signal the approach of the season when the motorist measures the length of the stocking which will tell him whether he can afford a new car, or whether his present one will have to serve for yet another year.

Motor shows in Europe can be divided into two types: those in countries where cars are actually manufactured and those in countries such as Switzerland where the motorist relies on imports to provide his personal mobility. For various reasons an exhibition such as the Swiss Salon has fewer new car announcements than the shows held in vehicle-producing countries, but generally, all the cars on display can be bought straight off the peg.

The Geneva Salon is, this year, celebrating its silver jubilee, and to mark the occasion there is a hall of antique automobiles, ranging from a Daimler of 1883 to the Mercedes-Benz which travelled at 268 m.p.h. on the *autobahn* in Germany in 1938.

The general character of a country is often reflected by the types of car that it uses, and this is true of Switzerland, a nation conservative in outlook but with a keen sense of quality, particularly as regards mechanical things. This general outlook is again demonstrated by the colour schemes of the exhibits. There are a number of black cars, and even among the American models—with one or two exceptions, such as the Studebaker Speedster,

## S I L V E R



Simca's two-door Aronde saloon, representing the type of flush-sided body styling that so many quantity-production firms have settled upon

finished in lemon and lime green—there is pleasant harmony and contrast of colour which seems to enhance the cars possessing true beauty of line.

Long before the doors were officially opened, and even before some of the stands were completed, it was not difficult to forecast that the most popular stand at the show would be that displaying the Fiat 600, a completely new car making its first public appearance (it was described last week in *The*

*Autocar*). This new model represents a complete departure from previous Fiat practice, and illustrates how a rearrangement of the basic components can often result in a considerable saving of space. The 600 seats four instead of two. This space saving (or, more correctly, extremely efficient space utilization) has been brought about by moving the toe-board forward so that it is almost in line with the front wheel centres, and placing the engine and

*Sleek and attractive, though the overhang might be an embarrassment in this country, Ghia's coupé coachwork for a 1900 Alfa Romeo is attracting the sporting visitors*

transmission in a unit at the rear of the car. Yet another economy in space has been brought about by the very clever utilization of the available space in the engine compartment itself. Radiator and fan have been placed in what would otherwise be wasted space to the right-hand side of the power unit. The space available in both front and rear seats is adequate for adult passengers, and the driving position is very good.

Although it has been seen already in New York, the new Mercedes-Benz 190 SL makes its first public appearance in Europe at Geneva. As its type number suggests, the general lines of the model are similar to those of the 300 SL, but it has an open two-seater body with conventional doors. The power unit has four cylinders, with a capacity of 1,897 c.c., and is similar in general design to the 220. Fuel enters through two horizontal dual-choke Solex



finished in two-tone paintwork. Other British exhibits include Alvis, Armstrong Siddeley, Aston Martin, Bentley, Bristol, Daimler, Jaguar, Lagonda, Rolls-Royce and Rover.

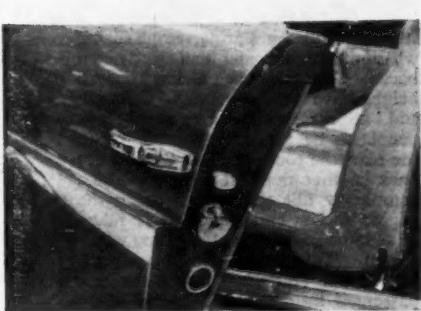
Among the cars having Continental coachwork on British chassis is a very attractive range of Graber bodies on the Alvis TC 21-100. A range of three body styles is on view — two convertibles and one close-coupled fixed-head coupé. All three cars have very clean

lines, one of the convertibles retaining the traditional Alvis radiator grille, while the others have modern air intakes well suited to the general body styling. The fixed-head coupé is particularly pleasing, finished in two-tone paintwork in light blue with the roof panel in London tan and with leather upholstery to match. Compared with the standard Alvis coachwork, the Graber-bodied cars provide rather more leg-room for the driver and front passenger, though the rear passenger space is rather cramped. The front seats on these models are very well

upholstered and particularly comfortable. The squabs are shaped to provide exceptionally good support.

Another Continental body on a British chassis graces the Daimler Regency. It is a four-seater sports saloon by Ghia Aigle of Lugano. Finished in pale blue, this is a large car, but has very well-balanced lines while still retaining a traditional Daimler radiator. The car has a large glass area which provides very good all-round visibility. One drawback is the considerable amount of rear overhang, and there are signs of a slight American influence in the provision of dummy rear wheel cooling ducts in the sides of the body.

Along with the Giulietta, Alfa Romeo exhibit a closed two-seater Sprint coupé in a form slightly modified from that seen before. The rear end now has a fixed rear window and a lower luggage compartment with an opening locker lid. The car looks functional and very pleasing, and should also be very efficient with a claimed three-figure maximum speed from its 1½-litre engine. Although the overall dimensions are compact, there is ample space for driver and front passenger, and to assist



*A warning light is incorporated in the door handle of this Superleggera-bodied Alfa Romeo*

carburettors on the right of the engine. The air supply to these is drawn through a forward-facing tube on the left of the engine to a circular air cleaner on the rear bulkhead, and from there it is conveyed by a flexible pipe across the back of the power unit to a large light alloy air box bolted to the carburettors. Like other Mercedes models, the 190 SL has twin heater units, one on the inside of each wing valance, so that they can be adjusted individually to the requirements of driver and passenger.

Of the British cars, a comprehensive range is displayed by the British Motor Corporation, Ford, the Rootes Group and the Standard Motor Company, the Standard Ten being on view for the first time at Geneva, attractively



*Already the new Fiat 600 is wearing coachwork by the specialist builders. This is Boano's attractive coupé finished in an unusual two-colour treatment*

## GENEVA SHOW continued

*It would be difficult to find any aspect of this striking Super-leggera coupé Alfa Romeo that the stylists could quarrel with*

passenger comfort when travelling fast a grab handle is conveniently placed on the roof panel above the door on that side.

In addition to showing several examples of the 1200 saloon, Skoda is one of the very few manufacturers to display a chassis, the layout of which is both compact and unconventional. It can best be described as having a Y-formation, the two arms of the Y consisting of box section members which run on each side of the power unit, and to which are attached the front suspension units and cross member. Behind the power unit the box section members are attached to a tubular backbone, which encloses the propeller-shaft. The final drive unit casing is attached to the rear of this backbone member, and to this casing are pivoted the swing axle tubes, the drive being by open half-shafts. The car is supported by transverse leaf springs, the rear one running above the swing axles, attached to the top of the transmission casing. At the front the leaf spring takes the place of the lower wishbones in a long and short arm suspension layout. The steering levers extend back from the front hubs, and the steering gear is connected to them by a two-piece track rod. The general layout of the power unit is orthodox, except that it has a light alloy cylinder block and crankcase to which is attached a cast iron cylinder head.



The desire to obtain the benefits of the service facilities offered by a large organization, but at the same time to have a car which is different from the normal run of mass-production vehicles, has resulted in a number of special bodies on chassis such as Volkswagen and Fiat. This is an interesting trend: there is, in fact, a strong desire among Continental motorists to own a car that has individual characteristics, but at the same time this requirement may result in a car that looks different but has less practical utility than its standard production counterpart.

An examination of the specialist coachwork also shows that in some cases a purchaser may be prepared to accept a reduction in performance in order to obtain a specialist appearance. For example, the cost of specialist coachwork is very considerable because of its limited production; it is, therefore, likely that for a price equal to that

of a small car with individual coachwork a standard production car could be bought with larger engine and improved performance. In spite of this there are a number of interesting trends displayed by the coachbuilder using a small cheap chassis as the basis of his model.

On the new Fiat 600 there is a striking body by Farina, emphasizing what the Americans call a "notch back." To produce a low overall height, give an impression of length and at the same time allow four people to be carried (two children in the rear) the roof panel has been swept back so that the rear window, which completely fills the area between the engine locker and the roof, is raked so as to be parallel to the sloping windscreen. This layout considerably increases the amount of space for rear passenger head room. The car has a satisfactory driving position although there is not too much head room in front. An interesting production feature is the arrangement of the doors, which have been shaped so that the bottom panels can be used for both right- and left-hand doors, thereby effecting a considerable economy.

Other examples of specialist coachwork on the small Fiat chassis are displayed by Ghia, Boana and Alamano, but in all cases, in the attempt to produce a car with a more rakish line than that of the standard body, there has been a reduction in the amount of space available in the rear seats. On the other hand, the car with bodywork by Vignale does not suffer from this and has a generous amount of passenger space; in consequence the body is considerably larger than the others, and it can easily be mistaken for an 1,100 c.c. car, as it has a full dummy grille at the front.

Even smaller than the Fiats was the Goggomobil—in fact, it is exhibited in the motor cycle section, but is a four-

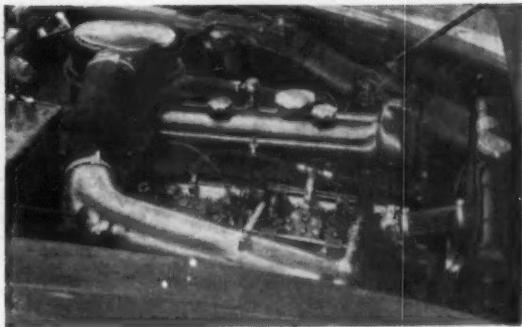


*Pampered child. Ghia of Turin, too, is showing coachwork on the new Fiat 600. Though the car is very small—the figures in the background give it scale—the body is so well proportioned that it does not give this impression*

wheeled vehicle powered by a vertical twin-cylinder two-stroke engine of just under 300 c.c. It is air-cooled and in unit with the transmission, and is located at the back of the car, the drive to the wheels being by swing axle. This model must be considered very much a minicar, with a very cramped driving position. In spite of the small wheels, the toe-board is placed very far forward, with the result that it is difficult to get in and out.

The cars with the most generous amount of body space are, of course, American, and in the light commercial section Chevrolet display the new Nomad, a de luxe edition of their station wagon measuring about 16ft 6in from bumper to bumper. The model displayed has two doors and the 136 b.h.p. six-cylinder engine, although a four-door car is also available with the V-eight power unit. As well as providing ample space for six, the car has a very large rear compartment with a two-piece rear door split at the waistline so that it forms a tailboard and a

*Unlike the 300 SL Mercedes-Benz the engine on the 190 is placed vertically in the chassis, and the fuel is metered by two horizontal twin-choke Solex carburetors*



plays two cars in addition to the Fiat 600; one a Lancia Aurelia, perhaps the most advanced design, with a considerable amount of curvature on the two-piece windscreen. In place of the normal form of rubber joint in the centre, the two halves are joined by a transparent Plexiglass strip which is much less noticeable but does not allow any degree of flexibility, as it is

less curvature. The rear end treatment is similar to that of the Lancia, with twin tail fins, although these are smaller in size and are built on to the panel which houses the rear window and gives access to the luggage compartment in a similar way to that of the Aston Martin. The price of the body alone is 2,500,000 lire in Italy.

On an Alfa Romeo 1900 Super Sprint chassis, Touring have constructed a body that is practical and very well balanced, and it has an almost perfect driving position. In a desire to cater for all emergencies, the door is fitted with a special lock which will automatically operate the horn if the wrong key is inserted. It also has automatic warning lights fitted in both the handle and side of the left door, and these come into operation to warn following traffic when the somewhat wide door is opened.

The ability to combine Italian styling with cars of American proportions is demonstrated by models on the Nash stand, and in place of normal American styling these cars have a smoother, more graceful appearance, helped by a considerable reduction in the amount of costume jewellery worn on their panels.

The trend towards simplicity and clean exterior lines has also been accompanied by added attention to interior styling, and simple cloth trims have been superseded by quilted leather and patterned plastics. Head linings, too, have not been neglected, and on one Chevrolet a patterned lining similar to a scaled-down cribbage-board is used.

For the super sports car enthusiasts also the show is interesting, for apart from the Mercedes-Benz cars mentioned earlier there are a number of open sports cars including the Aston Martin DB3S, the latest Austin-Healey streamlined record car, the Arnolt-bodied Bristol—which sells at the very competitive price of 19,800f in Switzerland—and the Triumph TR2. There is a series of Maseratis, including the Type 150S, a 11-litre sports-racing car with a competition two-seater body.

Yes, the 25th Geneva Salon is creating much interest, and although it does not herald the arrival of a large number of new models, there is plenty to hold the attention of the Swiss motorist in all categories.



*Ghia Aigle exhibit an attractive two-seater fixed-head coupé based on the Dyna Panhard. The simple two-door body has very clean lines and a modest amount of luggage space, a large portion of the tail being occupied by the fuel tank*

top flap which is, in fact, a large rear window.

One of the most attractive exhibits on the Ford stand is the Thunderbird; two models are shown, and a casual observer might think they were two different models; one of the cars has a Fibreglass hard top, a standard fitting. This is quickly detachable, and the joint line at waist level is cleverly concealed by a bright strip.

The conservative tastes of the motoring Swiss are further reflected by the exhibits in the coachwork section on the expensive, fast cars such as 1900 Alfa Romeo, Lancia and Fiat 8V. There is a complete absence of styling pipe dreams, and in their place a number of very well-balanced and beautifully finished closed sports cars. On his own stand Pinin Farina dis-

stuck to the glass. At the rear end, two stabilizing fins are provided. They are large enough to be effective but do not obstruct the three-quarter rear vision unduly. An interesting feature is that the roof panel is extended back to form a peak over the rear window. It is claimed that this keeps the glass clear of rain and snow, and at the same time it produces a distinctive rear end treatment, particularly when used in conjunction with tail fins. Although this car has a spacious cockpit layout, it seems likely that the large amount of curvature on the screen would cause reflections, particularly from the top of the facia.

The other Farina exhibit is on the Fiat 8V chassis, and has very neat functional lines together with a more practical type of screen with rather

# NEWS and VIEWS

## Eighth Centenary

THE Borough of Wallingford, lying on the Thames in Berkshire, is celebrating this year the 800th anniversary of the granting of its Charter.

## Tackling the Setts

DANGERS of wet stone setts—a road surface which is still extensively in use in the north—are being attacked by a new device which uses an oxy-acetylene flame to crack the glazed surface of the setts and leave them with a roughness which appears to last very well.

## The Autocar

It is very much regretted that, owing to production difficulties at the printers during the last few weeks, The Autocar has not been available in some parts of the U.K. on the correct day of publication. Despatch of overseas copies has also been delayed. Some readers have, we know, been unable to obtain their copies of certain issues. To them in particular, and indeed to any readers who have been inconvenienced in any way, we offer our sincere apologies.

## Guards to Hastings

TOMORROW'S journey from London to Hastings by detachments of the Guards in Veteran cars helps to celebrate the golden jubilee of the A.A. It also commemorates an event on March 17, 1909, when members of the A.A. carried a battalion of the Guards to Hastings in order to demonstrate the potentialities of the car for the transport of troops. Route and time details are as follows:

R.A.F. station, Kidbrooke	0700
Grittail's Corner	0725
Orpington Bypass	0740
Sevenoaks	0820
Tonbridge	0900
Dartford	0940
Plumwell	1000
Hurst Green	1040
Robertsbridge	1050
John's Cross	1100
Kent Street	1130
Hastings	1150

## Monumental Change

LORRIES, buses and cars had been streaming by in the City of London's fourth busiest junction when, last Tuesday at noon, the Lord Mayor of London turned the switch which brought into operation a new system of automatic control by vehicle actuated traffic signals. Previously a minimum of six police constables with a sergeant were needed to direct the volume of traffic at the complex Monument junction of five busy city streets, which includes London Bridge approach; nearby Billingsgate fish market, too, adds much concentrated traffic in the morning. After trials carried out by the fireman-helmeted City police and officials of the Ministry of Transport, it was proved that signals controlled by the rate of traffic flow—synonymous with vehicle actuation—directed traffic more smoothly than human signals, however efficient.

An unusual road warning sign in Texas, justified, says the photographer, by the very strong wind encountered after passing through the cutting



Coming originally from America, the electro-matic system is now used at more than 1,500 junctions in this country. By automatic control, the lights are set so that they adjust themselves to the density of the traffic flowing through the intersection from different points, and they can also be adjusted to meet changing conditions. If the success of the system at other points in London where it has been installed—Vauxhall, the Bank, Oxford Street—is anything to go by, life is going to be a lot easier for drivers and police alike at the Monument in future.

## For BEN

THE comedy "On Monday Next" will be presented by the S.M.M.T. Players at the Fortune Theatre, Drury Lane, London, on April 12 and 13, the profits to be devoted to the Motor and Cycles Trade Benevolent Fund.

## Each His Own Mechanic

THOSE who have fulminated at a driving test failure in this country will be interested to hear what is required of the learner in Vienna, where the would-be licence holder must satisfy the authorities not only that he can drive, but also that

he has a good working knowledge of the mechanism of his vehicle; he must, in addition, pass a stiff test in traffic law and pass a physical examination.

Three oral tests are conducted by different examiners, and if the candidate fails at any point, he must in due course go through the whole business again. After that comes the actual driving test. A big proportion of candidates take instruction at an approved driving school, where a course of 15 driving lessons costs about £18.

## The Price of Petrol

THE basic price of petrol in Britain today is the third lowest in Europe—that in Holland and Belgium is less by a fraction of a penny—Mr. E. W. Hardiman, regional manager of the Esso Petroleum Company, told Glasgow Rotarians. It is, of course, the addition of heavy tax—equal to 2s 6d per gallon—that inflates the price to the motorist. Mr. Hardiman said much of the reduction in price had taken place since 1953, when Government control of the basic price was removed.

He added that the quality of petrol today was much higher than before the war, and he claimed that two gallons of home-refined petrol today produced as much energy as three gallons in 1925.

## AMERICAN ASSESSMENT

"WE have the conviction that 1955 can well see a resurgence of imported car sales in the United States" is the encouraging opinion of *The New Yorker* in their latest *Analysis of the United States Market for Imported Cars*. This, which they claim is a completely unbiased survey of the best methods to market foreign cars in the U.S.A., records a drop in sales of imported cars during 1953 which, although it amounted to only 339 units, was disappointing because the year had started well but sales fell off after March.

The picture was still one of declining sales in October, 1954, although the rate was decreasing steadily. In the first nine months of the year, 18,091 foreign cars were sold against 23,237 for the same period of 1953, a loss of 22.15 per cent. On the other hand, American cars also showed a decrease of 5.19 per cent, and conditions on the American market, where dealers were making extravagant allowances on cars returned in part exchange and manufacturers were producing more than they could currently sell, were responsible to some extent for the drop in foreign car sales. These conditions were not healthy for foreign car dealers but now

that the American market seems to be regaining a more normal state, the outlook is brighter. *The New Yorker* stresses the importance of aggressive sales promotion and advertising, for: "National advertising occupies much greater importance and public attention in the United States than it does in any other part of the world."

An ominous trend in car registrations is the sharp jump in Volkswagen sales; these move up to first place with 3,487 units sold in the first nine months of 1954—the sales almost trebling those for the whole of 1953, which had themselves represented double the 1952 figures. If sales of different makes are compared for the first nine months of 1954 with those for the same period of 1953, Jaguar have moved up from third to second, M.G. have dropped from first in 1953 to third in 1954 and Hillman from second to fourth.

And so to the present: 1955 opens with sales of imported cars increasing and, says the survey, despite the loss over the past 21 months—from January, 1953, to September, 1954—there seems to be an underlying pattern which indicates a broadening base of sales extending into states which had not previously proved fertile markets.



## THE LADIES' EUROPEAN CHAMPION WINS AGAIN!

Miss Sheila Van Damm with co-driver Mrs. Anne Hall win  
the Ladies' Cup in the R.A.C. Rally

Winner also of the  
Coupes des Dames in  
the 1955 Monte Carlo  
Rally with co-drivers  
Mrs. Anne Hall and  
Mrs. Francoise V. Clarke



driving a **SUNBEAM**

SUNBEAM-TALBOT LTD. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE, PICCADILLY, W.I.

# CASTROL WINS R.A.C. RALLY AND TEAM PRIZE STANDARD 10 H.P.

1st J. H. Ray & B. Horrocks    3rd K. Richardson & J. C. Heathcote

ALSO 5 CLASSES OUT OF 9 WON ON CASTROL



THE MASTERPIECE IN OILS

# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby



Met before

## African Diary (concluded)

CAPE TOWN'S growth is limited by the great mass of Table Mountain, but the houses reach up the slope to a considerable elevation. As one gazes at this great city one is struck by the similarity to the French Riviera, and as a result Cape Town seems less African than ever; yet it is Africa's most important city by far in terms of prestige. By a strange trick of coincidence I was shown round some premises by a tall South African of Scots origin whom I was sure I had met before. "Do you remember," I asked, "picking up three officers during the war and taking them to tea in the mountains behind the city, then back to your house for dinner?" We searched for further clues . . . a blue Studebaker, a log cabin tea-place on the left of the road, the blue of the mountains in the evening. . . . He was half-convinced. That same evening I met him again. "Didn't you say, even then that you were on *The Autocar* staff?" he asked. His wife had remembered. A trivial link, perhaps, but one that gave me great pleasure, as did my later meeting with a correspondent who called at the hotel in Port Elizabeth on the chance of seeing someone from the journal. The world is full of friendly folk.

## The Beach

COAST resorts are coast resorts the world over. There is the blue sea—Atlantic, Pacific, Mediterranean, Indian; the row of smart hotels and blocks of flats, gleaming white,



Oil

cream and cubical, and the wide esplanade, promenade, or what have you, across which the on-shore breeze sweeps. If you weren't in Port Elizabeth you might be in Ciudad Trujillo, and if you are in Brighton you might equally be in Long Beach, California, except that the sun shines more in most of them than in Brighton. But wherever you are one menace seems to be growing, and that is oil. I am glad they cannot blame the motorist for the thick black stuff that contaminates the world's beaches, but I implore the casually bathing motorist not to risk contamination lightly. It is a really dreadful job to cleanse oneself afterwards.

I know, because I encountered two patches in Long Beach years ago, and it was days before I finally got rid of them. Since then I have run a mile from oil patches in the water.



## Renegade

**W**HAT does this fellow think he is doing? you are probably asking by now, citizens (always supposing that you are sufficiently interested). "This is a motoring journal, and a' babbles o' green jungles, air-craft, oil on the waters and likin to be beside the seaside."

Well, I have been motoring through this wonderful continent in a Morris Oxford, and sometimes in an Austin A.50, and the story of that shall be told elsewhere. In the words of the Victorian novelist, I crave your indulgence while I daily in the hot sun of the southern hemisphere. The title of this page suggests irrelevance, and if irrelevance has crept in too far I am sorry, but I was ever one to thrill to the first sight of the Southern Cross, the coconut palm, and the avocado pear—a fruit which, I insist, needs Worcester sauce if the taste is to be acquired. I'll be back.

## Closure

**T**HE power to close the road is one that should be used with due regard to the feelings of others. When I returned from my absence abroad I drove home along the usual route,

which culminates in a narrow lane. The car turned into the lane, took the S-bend over the railway bridge, and I beheld my good friend the bootmender in the light of the lamps. He shouted to me but I did not catch what he said; however, on swinging round the next bend I was suddenly confronted by a barrier and a "road closed" notice, forcing me into a long reverse and a fairly awkward turn round so that I could go back the way I had come.

Approached from the other end—the house being in the lane—the closed road was guarded by a miserable little cardboard "Diversion" notice and an arrow, the lot measuring about 16in by 10in and tacked on a post at the roadside. That, I submit, is cavalier treatment of the local traffic, not mitigated by the warning notice that the lane would be closed for a week which had appeared in the local press according to requirements. The constructors of our new town seem to be lacking in good manners.

## Split Mind?

**I**T is odd to realize that Mercedes-Benz, whose styling of their normal saloons is plain and good, but by no means breathtakingly artistic, should have produced the beautiful 300SL, which is a car to capture the heart of any motorist. The Teutonic mind is alleged to be somewhat schizophrenic, and I wonder if this is a manifestation of it?

## Winter Stillness

**A**LTHOUGH the thick carpet of snow had long since disappeared, there were still patches of it in Kent when I drove down to Dymchurch recently. The flat Cinque port country was mysteriously cloaked in a mist which rose from the wet earth and hung in silent patches a few feet above its contours. The mist persisted all day, giving an unreality to the landscape; fields of denuded hop sticks stood sadly contemplating the oasthouses with their tipsily balanced eastern tez caps. We swung along the winding lanes, empty except for an occasional van, past Kentish villages with square-towered churches and delightful names such as Appledore, Cranbrook, Goudhurst. Trim rows of fruit trees, too young yet to be saddled with serious fruit-growing responsibility, might have been stunted specially for a sombre backdrop to "The Mikado," and we spotted a solitary lamb amongst the mournful sheep.

An individual county, Kent, even when there are no English posies to buy, and no fruit blossom to become lyrical about.



THE 1955 edition of the R.A.C. International Rally of Great Britain—the fifth in the post-war series—will be remembered with mixed feelings by competitors and officials alike. Excellent in conception, and undoubtedly the toughest yet even under ideal conditions, its success was jeopardized by a combination of unexpected difficulties, for which the weather was to some extent responsible.

Competitors were divided into two groups, starting from Hastings and Blackpool on Tuesday, March 8. Their route took them all round England and Wales for some 2,000 miles; apart from a 12-hour rest at Blackpool on Thursday morning, this had to be covered non-stop, which meant the greater part of four nights on the road. These were spent in special night navigation sections, which proved extremely difficult; that in Wales, on the first night of the rally, was made very hazardous by the exceptionally wintry weather, and one-fifth of the competitors were forced to retire.

For the remainder, things improved; but there were few who had not incurred many penalty marks by the time that they arrived at Hastings on Saturday. Then the trouble started, for many difficulties arose in the working out of the results; however, by superhuman efforts and all-night work the task was completed in time for the prize distribution to be carried out as scheduled.

Outright victory in the rally went to J. H. Ray and B. Horrocks, at the wheel of a works-sponsored modified Standard Ten; third place went to their team mates W. K. Richardson and J. C. Heathcote in a similar car, and the three cars of the team won the team prize. Second in the rally was a privately entered Triumph TR2, driven by H. E. Rumsey and P. P. Roberts. The Ladies' Award went—as so often—to the Sunbeam saloon driven by Miss Sheila Van Damm and Mrs. Anne Hall, thus following up their notable success in the Monte Carlo Rally.

# R.A.C. RALLY

BUT IN SPITE OF TRIBULATIONS  
IT WAS VOTED A REALLY SPORTING  
CONTEST



Outright winners of the Rally were J. H. Ray (right) and B. Horrocks seen here with their trophies and the Standard Ten

**C**OMMENT on the lessons to be learned from the tribulations of so adventurous an event will be found elsewhere in these columns—suffice it to say here that the ice and snow played havoc with time schedules and planned routes, especially in Wales, and that these problems were aggravated by the difficulty which the control staff at rally H.Q. in Hastings had in dealing with complicated and sometimes hardly legible entries on the time sheets.

Competitors agreed that the event, despite its very arduous and trying conditions, had been enjoyable, giving them as thorough a testing as has ever been provided by such an event in this country.

There were only two non-starters of the 240 entrants, half of whom began their odyssey from Hastings and the other half from Blackpool. Both groups of competitors started in fine weather, but the icy wind and flurries of snow were a foreboding of what lay ahead in the Welsh mountains. In both cases there were special tests immediately after the start, with little in the way of fireworks so early in the event, though not altogether without trouble. A Jaguar driver at Blackpool, for instance, was reported

to have produced a quite expensive-sounding noise when he engaged reverse gear with the car still bowling forward smartly.

The cars streamed off for Whitney-on-Wye, where the two flows converged in readiness for the Welsh special stage—and how very special it proved to be!

The course itself consisted of two loops forming a rough figure-of-eight, odd numbers taking the southern loop first and even numbers the northern part, then changing over to tackle the other half of the figure. That, at least, was the idea, but here the weather took a decisive hand. Down in the valleys the roads were wet—up on the heights there was still plenty of snow, so much, in fact, in the way of impassable snow drifts that it was necessary to modify the route by omitting some by-roads. The route then lay mainly over class A and B roads, so the speed average was raised from 26½ to 30 m.p.h.

Apart from occasional congestion, the first few miles were straightforward, but then ice formed on the wet roads and there was big trouble ahead. On both loops big hold-ups developed, and there was some damage to machines, too, as they went adrift on sheet ice. At one time

# A TROUBLED JOURNEY

competitors were having to wait for as much as an hour and a half for their turn to tackle one or other of the hazards, and so impossible was it to achieve anywhere near the standard performance that, later at Hastings, it was decided to cancel one of the disputed sections.

How arduous the Welsh section was proving to be was seen when drivers of such experience as Sheila Van Damm and

he gratefully accepted. But it proved to be a lift on the back of an intractable motor cycle—on ice, at night, without an overcoat! The subsequent adventures in Brecon before the driver of a breakdown lorry was finally run to earth in an unexpected spot would almost fill a book; but eventually the car was hauled out and sent on its way, though over an hour and a half had elapsed meanwhile.

Heroes of Wales were J. H. and M. D. King, who, after their Triumph TR2 had crashed on an impossibly icy and badly cambered hill, remained on the spot for a considerable number of hours, warning and helping other competitors and refusing offers of lifts back to civilization. This was a real example of the sporting comradeship which is so often evidenced when things go wrong in a motoring event of this kind.

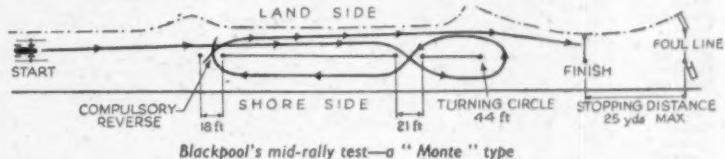
Scarred from this battlefield, the cars rolled across England in the early hours of Wednesday, one section to Buxton and the other to Sleaford, so that they might take, in turn, tests at Oulton Park and Cadwell Park. The Cheshire test held no particular difficulties, for there was no snow or ice, but at Cadwell Park the twisting, narrow circuit was well covered with snow and the hairpin, in particular, involved a fair amount of tail-into-snow-drift malpractice. By the time all were round, the corner was quite changed in appearance!

As dusk fell the cars rolled into Harrogate with some 843 miles to their credit, to tackle the special night stage which led them into the narrow lanes of the Dales



Miss Sheila Van Damm and Mrs. Anne Hall once more carried off the ladies' award for Sunbeam

—tortuous, in many places steep, and with a generous helping of snow and ice to keep up the interest. Chief comfort of the tired crews as they battled on through the night towards the bright lights of Blackpool was the prospect of 12 hours' rest before taking to the road again. This was, however, but a brief interlude, for as they restarted from Blackpool on Thursday afternoon, with a "Monte" test on the Middle Walk Promenade as an appetizer, they headed east to Brock Mill for a timed climb from a standing start, and then up into the Lake District for night exercises, which called for good map



Blackpool's mid-rally test—a "Monte" type

## PRINCIPAL RESULTS

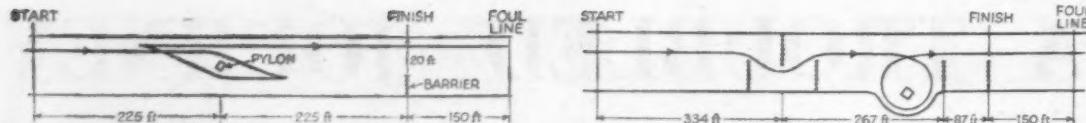
### General Classification

- 1 (Peall Trophy), Standard 948 (J. H. Ray and B. Horrocks), 258.1 marks lost.
- 2, Triumph 1,991 (H. E. Rumsey and P. P. Roberts), 462.3.
- 3, Standard 948 (W. K. Richardson and J. C. Heathcote), 559.5.
- 4, Alvis 2,993 (R. J. Adams and D. A. Wilkins), 583.4.
- Ladies' award:** 1, Sunbeam 2,267 (Miss S. Van Damm and Mrs. A. Hall), 1,603.2; 2, Ford 2,267 (Mrs. L. F. Ashfield and Mrs. G. Wilton-Clark), 4,741.8; 3, M.G. 1,489 (Miss P. Moss and Miss P. Faichney), 5,755.5.
- Team award:** Standard 948 (J. H. Ray, J. H. B. Dickson and W. K. Richardson), 2,510.1 aggregate marks lost.
- Starting control awards:** Blackpool: Standard 948 (J. H. Ray and B. Horrocks). Hastings: Allard 5,420 (A. G. Imhof and I. Mackenzie), 615.4.
- Best performance by all-foreign crew:** Porsche 1,290 (Prince von Preussen and W. Buschmann), 5,588.1.

### Class Awards

- Series production touring cars up to 1,000 c.c.**
- 1, Morris 803 (K. N. Ballisat and E. Marvin), 2,822.9.
- 2, Renault 748 (J. G. Sears and A. J. Hind), 4,105.6.
- 3, Renault 748 (A. H. Hill and R. L. Ward), 4,404.4.
- 1,001 to 1,300 c.c.**
- 1, Ford 1,172 (E. V. Baker and R. P. N. Stark), 921.7.
- 2, Fiat 1,100 (D. Done and J. E. Storrar), 937.5.
- 3, Ford 1,172 (R. N. Richards and J. Nott), 1,105.4.
- 1,301 to 2,000 c.c.**
- 1, M.G. 1,489 (G. Holt and J. H. Brooks), 2,455.0.

- Over 1,600 c.c.**
- 1, M.G. 1,466 (C. Shove and J. Shove), 2,661.4.
- 2, M.G. 1,500 (K. Hale and J. Tymon), 3,707.1.
- 3, M.G. 1,250 (M. J. Leech and P. G. Witherow), 3,746.3.
- Over 1,600 c.c.**
- 1, Triumph 1,991 (H. E. Rumsey and P. P. Roberts), 462.3.
- 2, Allard 5,420 (A. G. Imhof and I. Mackenzie), 615.4.
- 3, Triumph 1,991 (A. H. Greig and T. A. Pigott), 829.4.



Test diagrams for the start (left) and arrival at Hastings

and route card reading in adverse conditions. Things here were not so trying as they had been, but Hard Knott pass held up so many that the marshals issued cards to competitors crediting them with the amount of time they had lost while waiting in the queue.

Quite early in the Lake District special stage on Thursday evening, the Ford Zephyr driven by Sydney and Leslie Allard hit a bridge, causing considerable damage to the coachwork. The left front wing was almost destroyed, the left rear door likewise (both left side doors were secured by rope from then on!), the rear window was smashed—and the interior was, to say the least of it, draughty. But the Allards carried on to the finish, winding up with second place in their class, and repairing lamps and other items on the way as and when possible so that, in fact, they were unpenalised at the final inspection—there was no penalty this year for coachwork damage *per se*.

As daylight brought them their third

day, the hard-hit cars and crews headed south to Lichfield and Kenilworth, where again they split into two parties to take turn and turn about at Silverstone and Prescott, after 1,500 miles of most trying motoring.

At Silverstone the test was a straightforward affair—a standing half-mile sprint to a flying finish on the runway between Becketts and Woodcote corners; a timed climb was the proposition at Prescott. The sports cars, naturally, were the stars here, but there were sterling performances by some of the heavier metal; especially notable was R. J. Adams' climb in 59 seconds in the 3-litre Alvis saloon.

#### Running Repairs

One piece of quick thinking was carried out by L. J. Tracey, whose Jaguar XKJ20 developed a leaking water pump in the early stages. On Friday morning, by missing out Silverstone test altogether, he succeeded in getting the pump changed

at John Lea's garage near Prescott in 1½ hours (including removing and replacing the radiator); naturally he incurred many penalty marks for the omitted test, but at least he was still in the rally with a car in good condition. This was by no means the only occasion on which a competitor missed out a control—or even a whole section—and incurred less penalty than his alternative lateness would have earned.

As the final evening drew on into night, the West Country special stage lay ahead, and though it had not the appalling tribulations of the Welsh mountains it was tough enough to try drivers and navigators who by now were indeed weary. Hard driving and accurate navigation were at a premium, as the stream of cars—much reduced by retirements—again broke into two branches, one making its circuit from Dunster, on the North Somerset coast, and the other from Blandford Forum, Dorset, before they changed

(Turn to page 362)

## THE TESTS—Fastest in Each Class

### SERIES PRODUCTION TOURING CARS

#### Class 1: Up to 1,000 c.c.

Start	Renault (A. H. Hill)	23.7
Oulton Park	D.K.W. (G. Menz)	105.4
Cadwell Park	D.K.W. (W. Schluter)	62.2
Monte-Blackpool	D.K.W. (C. Spiliotakis)	40.6
Brock Mill	D.K.W. (G. Menz)	18.4
Hard Knott	D.K.W. (G. Menz)	38.4
Ulpha	Renault (J. G. Sears)	14.5
Silverstone	D. W. (G. Menz)	34.2
Prescott	D.K.W. (G. Menz)	63.1
Goodwood	D.K.W. (G. Menz)	149.4
Hastings	Renault (D. Silverthorne)	29.2

#### Class 2: 1,001 to 1,300 c.c.

Start	Ford (R. N. Richards)	32.0
Oulton Park	Peugeot (L. Potter)	107.2
Cadwell Park	Ford (M. J. Hughes)	64.6
Monte-Blackpool	Ford (M. J. Hughes)	31.5
Brock Mill	Ford (A. Newsome)	18.8
Hard Knott	Ford (A. Newsome)	38.6
Ulpha	Ford (M. J. Hughes)	14.2
Silverstone	Fiat (D. Done)	35.7
Prescott	Ford (A. Newsome)	63.5
Goodwood	Peugeot (L. Potter)	145.2
Hastings	Ford (M. J. Hughes)	28.4

#### Class 3: 1,301 to 2,000 c.c.

Start	Ford (W. L. Edwards)	23.5
Oulton Park	Citroen (L. R. Crawley)	111.6
Cadwell Park	Citroen (L. R. Crawley)	63.4
Monte-Blackpool	Ford (W. L. Edwards)	43.4
Brock Mill	M.G. (G. Holt)	19.0
Hard Knott	M.G. (G. B. Whiteaway)	43.6
Ulpha	Ford (W. L. Edwards)	15.0
Silverstone	Jowett (D. H. Keen)	37.3
Prescott	Citroen (L. R. Crawley)	64.5
Goodwood	M.G. (G. B. Whiteaway)	155.8
Hastings	Citroen (L. R. Crawley)	31.7

#### Class 4: Over 2,000 c.c.

Start	Sunbeam (A. C. Whatmough)	22.4
Oulton Park	Alvis (R. J. Adams)	98.6
Cadwell Park	Jaguar (E. R. Parsons)	58.6
Monte-Blackpool	Sunbeam (P. Harper)	39.6
Brock Mill	Sunbeam (P. Harper)	17.6
Hard Knott	Sunbeam (P. Harper)	37.2
Ulpha	Sunbeam (I. A. Maiden)	13.8
Silverstone	Jaguar (E. R. Parsons)	31.6
Prescott	Alvis (R. J. Adams)	59.0
Goodwood	Alvis (R. J. Adams)	137.4
Hastings	Sunbeam (P. Harper)	28.2

### GRAND TOURING AND MODIFIED SERIES PRODUCTION TOURING CARS

#### Class 5: Up to 1,300 c.c.

Start	Ford (A. M. Reed)	22.4
Oulton Park	Porsche (Prince von Preussen)	104.8
Cadwell Park	Standard (W. K. Richardson)	61.0
Monte-Blackpool	Standard (J. H. Ray)	38.2
Brock Mill	Standard (J. H. Ray)	17.6

#### Class 6: 1,301 to 2,600 c.c.

Start	Riley (L. Sims)	22.1
Oulton Park	Ford (S. H. Allard)	97.0
Cadwell Park	Ford (S. H. Allard)	60.4
Monte-Blackpool	Ford (T. C. Harrison)	40.5
Brock Mill	Ford (S. H. Allard)	16.4
Hard Knott	Ford (T. C. Harrison)	39.0
Ulpha	Ford (T. C. Harrison)	14.5
Silverstone	Ford (J. G. Race)	60.3
Prescott	Ford (S. H. Allard)	135.4
Goodwood	Ford (G. Wood)	29.5
Hastings	Ford (T. C. Harrison)	29.0

#### Class 7: Over 2,600 c.c.

Start	Jaguar (L. S. Stross)	21.9
Oulton Park	Aston Martin (R. W. Faulkner)	94.0
Cadwell Park	Jaguar (D. A. Hewitt)	56.2
Monte-Blackpool	Jaguar (C. Tyrer)	38.1
Brock Mill	Aston Martin (R. W. Faulkner)	15.2
Hard Knott	Jaguar (L. S. Stross)	39.0
Ulpha	Jaguar (F. Grounds)	15.0
Silverstone	Jaguar (L. S. Stross)	28.1
Prescott	Jaguar (L. S. Stross)	57.4
Goodwood	Aston Martin (R. W. Faulkner)	132.4
Hastings	Aston Martin (R. W. Faulkner)	29.0

### SERIES PRODUCTION SPORTS CARS

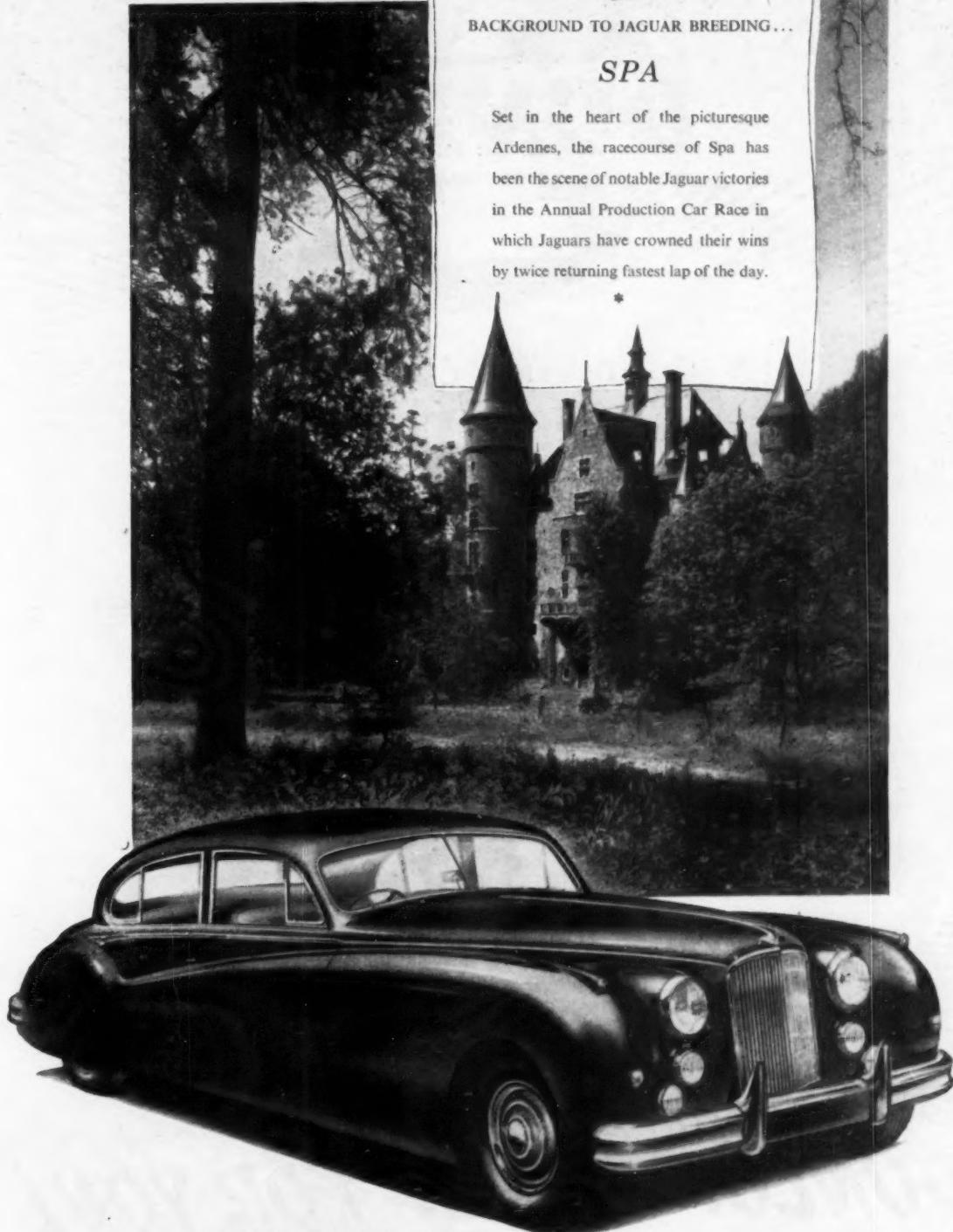
#### Class 8: Up to 1,600 c.c.

Start	M.G. (K. Hale)	21.6
Oulton Park	M.G. (N. L. Paterson)	99.2
Cadwell Park	M.G. (C. Shove)	61.6
Monte-Blackpool	M.G. (K. N. Lee)	38.1
Brock Mill	M.G. (N. L. Paterson)	17.0
Hard Knott	M.G. (S. B. Cobban)	36.6
Ulpha	M.G. (N. L. Paterson)	14.6
Silverstone	M.G. (N. L. Paterson)	32.4
Prescott	M.G. (K. N. Lee)	60.0
Goodwood	M.G. (N. L. Paterson)	133.4
Hastings	M.G. (Miss P. Moss)	27.4

#### Class 9: Over 1,600 c.c.

Start	Triumph (P. G. Cooper)	19.5
Oulton Park	Allard (A. G. Imhof)	92.0
Cadwell Park	Allard (A. G. Imhof)	57.8
Monte-Blackpool	Morgan (A. G. Pendall)	35.5
Brock Mill	Allard (A. G. Imhof)	14.8
Hard Knott	Triumph (P. G. Cooper)	32.8
Ulpha	Triumph (P. G. Cooper)	13.6
Silverstone	Allard (A. G. Imhof)	23.9
Prescott	A.C. (K. N. Rudd)	54.9
Goodwood	Allard (A. G. Imhof)	125.6
Hastings	Triumph (P. G. Cooper)	26.6

A Chateau near Spa—Photo: Belgian Tourist Office.



**JAGUAR** *Grace . . . Space . . . Pace*

GENERAL CLASSIFICATION

R.A.C.  
RALLY  
OF  
GREAT  
BRITAIN

**1<sup>ST</sup>** Standard Ten  
J. H. RAY - B. HORROCKS

**3<sup>RD</sup>** Standard Ten  
W. H. RICHARDSON - J. C. HEATHCOTE

TEAM AWARD

**Standard**

CLASS WINNERS

**5 out of 9**

Subject to official confirmation

THE WINNING STANDARDS ALSO FITTED  
WITH DUNLOPILLO SEATING

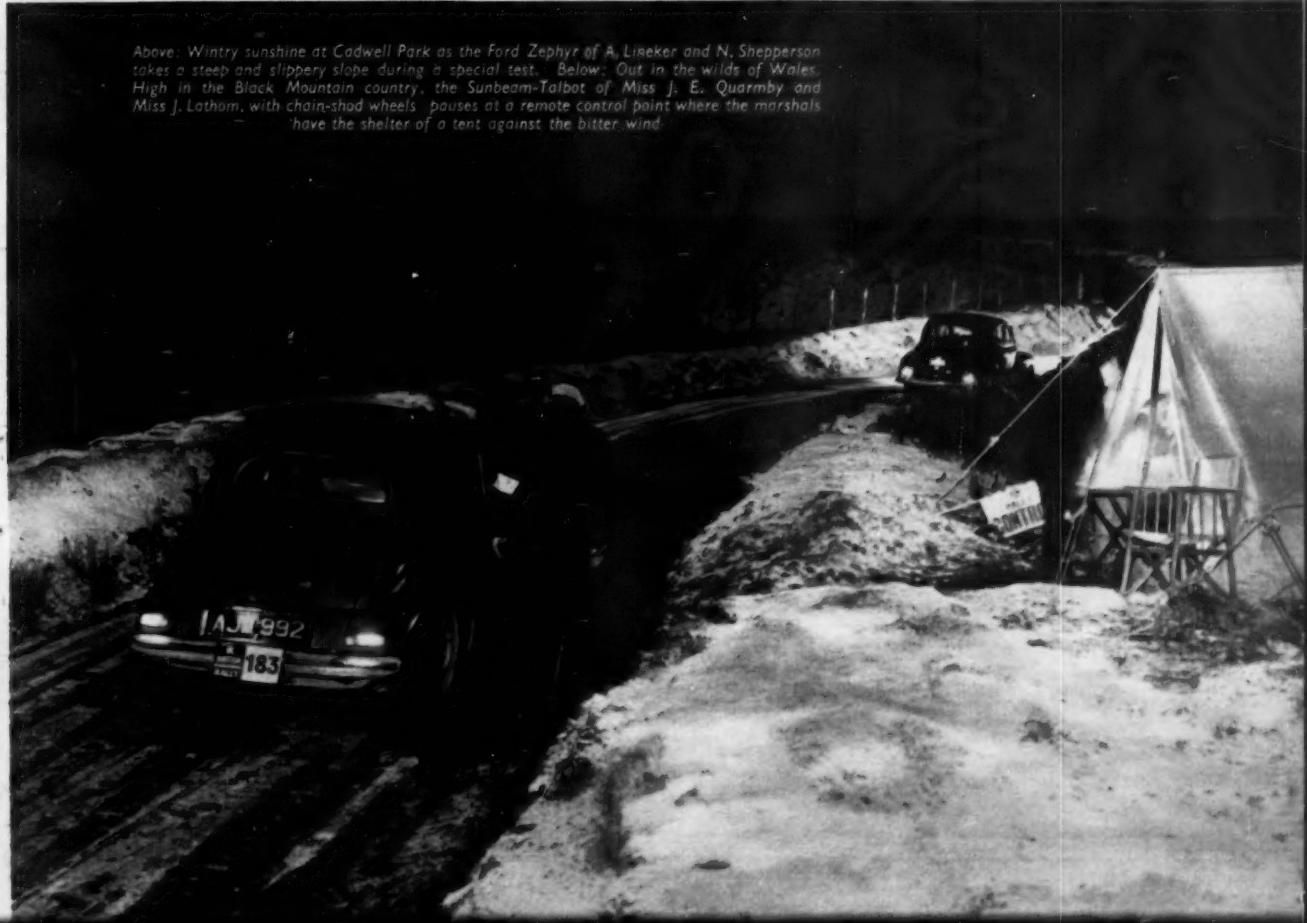
**DUNLOP-FIRST FOR YOU!**





## BLACK AND WHITE RALLY

Above: Wintry sunshine at Cadwell Park as the Ford Zephyr of A. Lineker and N. Shepperson takes a steep and slippery slope during a special test. Below: Out in the wilds of Wales High in the Black Mountain country, the Sunbeam-Talbot of Miss J. E. Quarrey and Miss J. Lathom, with chain-shod wheels, pauses at a remote control point where the marshals have the shelter of a tent against the bitter wind.



places—and problems. In the small hours of the morning they joined forces at Crewkerne for refreshment, before setting out to Goodwood, which they reached soon after dawn.

The test there involved almost a complete lap of the circuit in the opposite direction from that used for racing; from a standing start, the cars took the Woodcote corner into Lavant straight for a manoeuvre involving stopping in a box and then reversing out through the side. Then they followed the circuit to Ford-

water, where they were required to make a complete circle round a pylon before heading for a flying finish at Madgwick corner.

From Goodwood there lay 80 final miles to the coast at Hastings—2,000 miles in all—then the final test in the chill wind on the sea front. Here there was a course involving a zig-zag through pylons, a circle round another pylon and home across the finishing strip. It was easy to see the toll of the rally among those who were still in the running, though not the casualties

—nearly a third of the entry—who had fallen by the wayside. With some, such as the Allard Zephyr, one wondered how the crews had managed to keep going at all; that they were well in the running for awards was astonishing. It was not surprising that a sizable proportion of the drivers went astray on what, under normal circumstances, would have been easy; sleepless nights, driver weariness, were bound to have an effect, aided by the hot-eyed haste of the final test of so many.

A model of how to retrieve what to

*Slide in the snow—G. Towse's Ford Anglia proceeds on its erratic way round Codwell Park, followed by a marshalling Vanguard*



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• • • • •



*Emulating the arrow; Miss P. M. Burt forces her Aston Martin DB2-4 round the pylon during the Goodwood test on Saturday morning*

many would be a lost cause was the final test performance of E. T. Pritchard's Morris. Although the car overshot the pylon around which it was to perform a loop, the driver recovered splendidly to return a time of 48.8s. Here it was noticed that the engine of A. G. Cooper's 1½-litre Riley sounded rather fluttery—can it be that a car can itself show signs of nervousness during the last ordeal of so many? D. H. F. Keen's Jowett tackled the task with great verve; Still's TR2 put up an impressive 28s; the German Porsche whipped round in 30.6s; Lou Tracey used his XK120's power to advan-

tage, and the D.K.W.s were consistent in their performances at around 30s.

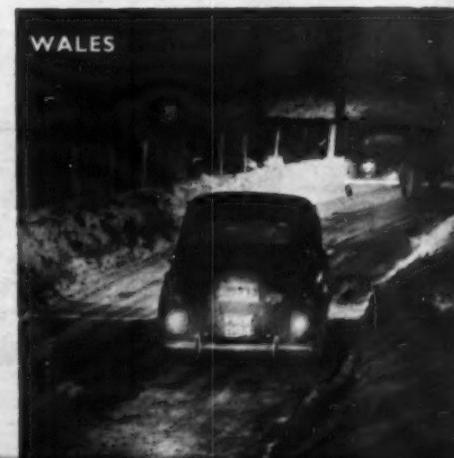
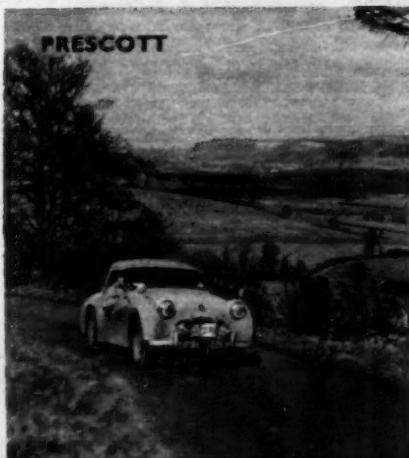
Such *tours de force* threw into sharp contrast the unhappy ones who failed to shine here—how many of them fatally overshot the pylon loop which followed the zig-zag! That minor modifications were made to obstacles and sighting points in an effort to avoid such unfortunate miscalculations was understandable, but the fact remains that drivers were given full and adequate instructions on what was expected of them, and failure to comprehend fully is one of the shortcomings which are known to incur heavy penalties in rally driving.

Although, naturally enough, there had been a good deal of grumbling over particular hardships, the atmosphere at the presentation of awards was happy. It was pleasant to see and hear the navigators receive their due praise—after all, this had been very much a navigation affair—and the drivers who, by popular acclamation, were required to speak of their achievements, paid graceful tribute to the teamwork which had contributed so materially to their success. The calls for "Speech!" which greeted several winners after they had received their awards showed the regard with which they are held in sporting motoring circles—especially so with Sheila Van Damm, whose second major rally success of this year was evidently a delight to all.

The Harrison father and son combination—"Cuth" and Edward—won their class in a works Ford Zephyr, followed by similar cars which were also family team affairs. Second were Sydney Allard and his brother Leslie in their battered machine—how they kept it going mystified everyone; third place went to the cousins Reece, Jack and Peter.

A little-known side of the work of the rally was touched upon by Maurice Toulmin when he paid tribute to the back-room boys of the results team, headed by

L. V. Russell—they had worked through Saturday, that night, and until mid-morning on Sunday to enable the winners to be named in time for the planned ceremony, and the deciphering of the time-record sheets alone proved a tremendous task. There was also an expression of thanks to the volunteers who had manned control posts in the most unfavourable situations under conditions of unavoidable discomfort to help the rally competitors along. Those at the ceremony who later met this nameless army of helpers were asked to express personal appreciation of their contribution.



*All over the country: (left) R. M. W. Croxford's Singer Hunter at Brock Mill in the Lake District, and G. C. Hull's Triumph at Prescott; (right) J. G. Reece's Ford Zephyr with Mrs. Nancy Mitchell's Daimler at Oulton Park, and the Standard Ten of J. H.—the winner—Roy, in Wales*



The new rear styling of the Rover improves the balance of appearance, and blends well with the lines of the front end. Bright strips surround the glass area on all windows, and there is a wide, bright strip running along the sides of the body and the bottoms of the doors.

## *The Autocar* ROAD TESTS

### No. 1559: ROVER 75 SALOON

THREE Rover cars are available from the Solihull company: the 60, the 75 and the 90. In outward appearance the models differ only slightly, but the character of the vehicles differs because of the engines with which they are fitted. If the emphasis is on economy there is the 1,997 c.c. four-cylinder 60; if maximum performance is required there is the 90, with its six-cylinder engine of 2,638 c.c., and for the motorist who wishes to strike a balance between the two there is, of course, the 75, of 2,230 c.c.

The Rover 90 engine was developed from the 75 power unit, but with an increased cylinder bore. The process has now been reversed, and the new Rover 75, which is the subject of this test, has a short-stroke engine with a cylinder



From this angle the large glass area of the rear window can be seen. To simplify production the rear window is of three-piece construction with vertical rubber strips to form the joint between the centre and side sections. The lamp units in the rear corners of the car are divided into three sections, the lower portion containing red stop and tail lamps, while the upper portion houses amber direction indicators. Between the two sections there is a large reflector unit.

bore diameter similar to that of the 90. Externally the car differs slightly from its predecessors, as the rear of the body has been restyled to provide a better profile and a more useful shape for the luggage locker. The rear window area has been increased considerably, with a resultant improvement in all-round visibility.

The new six-cylinder power unit retains the familiar Rover layout with hemispherical combustion chambers, push rod operated overhead inlet and side exhaust valves. It is smooth, starts easily and responds well to the throttle throughout its entire range. The engine warms up quite quickly. It is interesting to compare the performance figures of the new 75 with those of the previous model, and, in fact, of the Rover 90 as well:

	Rover 75	Rover 90	New Rover 75
	Long Stroke	4.3 to 1 Axle Ratio	Short Stroke
10-30 m.p.h., top gear	13.0	9.0	11.7
30-50 m.p.h., top gear	13.8	10.1	13.4
0-30 m.p.h., through gears	5.9	5.0	5.2
0-50 m.p.h., through gears	16.3	12.7	13.8

Direction indicator lamp units are built into the front wings just above the front bumper. A modern version of the traditional Rover radiator grille is retained, and there is the well-known Viking motif on the front of the bonnet. Note the starting handle bearing just above the front number plate.





**THE AUTOCAR TEST REPORT 1955**

The floor is neatly trimmed with carpet, and in addition to the folding centre arm rest, adjustable side rests are fitted to the front doors. To assist closing, folding handles are attached to all the doors. In the rear compartment fixed arm rests are built on to both doors, and pull handles are provided high up on the sides of the body just below the interior lights. As an additional safety precaution, an extra locking device on the rear doors is brought into operation by rotating the escutcheons behind the inside door handles.



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Although, compared with the previous 75, the new model has improved performance, fuel consumption is slightly reduced. There is an increase of almost 5 m.p.h. in maximum speed and a noticeable reduction in the acceleration times as well.

The general impression of quality and good workmanship is noticed as soon as the car is driven, but it is not until the miles really mount up that the true value of the vehicle is fully appreciated. The excellence with which the car performs is then apparent. The silence and smoothness of the six-cylinder engine are matched by the transmission which, following Rover practice, incorporates a free wheel engaged by a facia control. The free wheel can be disengaged when the car is in motion, provided that the engine is pulling when the change is made. Apart from this, transmission is orthodox and consists of four forward gears, with synchromesh on top, third and second. The gears have well-chosen ratios, and a very effective synchromesh. They are controlled by a central lever mounted on a turret. This can be rotated slightly to provide lateral adjustment of the gear change knob to suit right- or left-hand drive cars; at the same time the arrangement permits three to sit abreast in front. Drive is transmitted by a dry single-plate clutch, light to operate and with a smooth, progressive action. At the same time it is well able to cope with demands made on it during performance testing, without noticeable slip.

#### Three-inch Drum Width

Compared with the previous 75, the effective width of the 11in front brake drums has been increased from  $2\frac{1}{2}$  to 3in. This change has considerably improved the braking. No fade was experienced either when the car was driven hard on the road or during performance testing, and during the test run of over 1,200 miles—much of which was hard driving—there was no noticeable increase in the pedal travel. There was a noticeable reduction in the required pedal pressure for both maximum and check braking.

The hand brake is effective; it is operated by a "shepherd's crook" type of lever on the right-hand side of the car, forward of the door. In this position the lever is convenient to operate and does not get in the way.

The Rover suspension system provides a well-controlled ride over all types of road surface. It is soft enough to

eliminate the bumps over rough roads and tracks, and at the same time it is sufficiently firm and well damped to control the car when driven fast. There is noticeably little roll on corners, and the car does not pitch. With a weight distribution providing 55 per cent of the load on the front wheels in the unladen condition, there is very little change in the car's handling qualities with normal variations in loading, and the suspension and steering characteristics do not require increased pressure in the rear tyres. In fact, for normal driving the recommended pressure in the rear tyres is 4 lb per sq in lower than that in the front.

The car has just about the right degree of understeer, and proved to be quite stable under a very wide range of test conditions, which included both loose and packed snow as well as ice-bound roads. The steering is light and positive, has a good self-centring action, and with the use of a variable ratio the fairly large number of turns from lock to lock goes unnoticed during normal driving, yet assists in providing light steering when the car is manoeuvred at low speeds. There is very little vibration transmitted from the steering mechanism to the driver's hands, yet it is sufficiently sensitive to enable a change in road surface conditions to be detected.

The Rover provides its occupants with a particularly quiet and peaceful ride. There is very slight noise from the engine and transmission, and the degree of silence of the chassis components generally is commendable. Cat's eyes can be detected, although the noise is not loud. No body boom is noticed, and with the windows closed there

The sun visors, made of a transparent material, can be pivoted sideways if required. A mirror is attached to the passenger's visor



is very little wind noise, though some was noticed if the ventilating panels were opened slightly. The tyres are quiet and do not protest even when the car is cornered quickly.

The driving position and controls are laid out in a practical manner, and the front seat, besides having the normal fore and aft adjustment, is also adjustable for height; for this operation a spanner is required. The height of either the front or the rear of the seat cushion can also be varied, and the operation alters the angle of the squab. The location of the steering wheel with regard to pedals is very good, and there is ample space for the driver's left foot, so that both the dip-switch and the foot-operated screen wash equipment can be placed to the left of the clutch pedal. There is an organ pedal type of throttle control, well positioned and comfortable to operate.

From the driving seat there is good all-round vision and

it is just possible for a tall driver to see the side lamp mounted on the opposite front wing. The screen pillars do not obstruct the driver's view unduly, and the all-round visibility is very good indeed, particularly in the three-quarter rear direction, because of the new rear window treatment. This uses a three-piece glass, the two outside portions being curved so that they sweep round the rear quarters of the car. The driving mirror is placed so that it does not obstruct the forward view but, at the same time, provides very good rear vision.

The front and rear doors are hinged at their leading and trailing edges respectively, and are provided with catches to prevent them from blowing shut after they have been fully opened. All doors open wide, and it is easy to get in and out. Both seats are well sprung, give good support, and are very comfortable. Folding arm rests are provided, the front one being so arranged that it does not get in the

## ROVER 75 SALOON

WHEELBASE 9' 3"

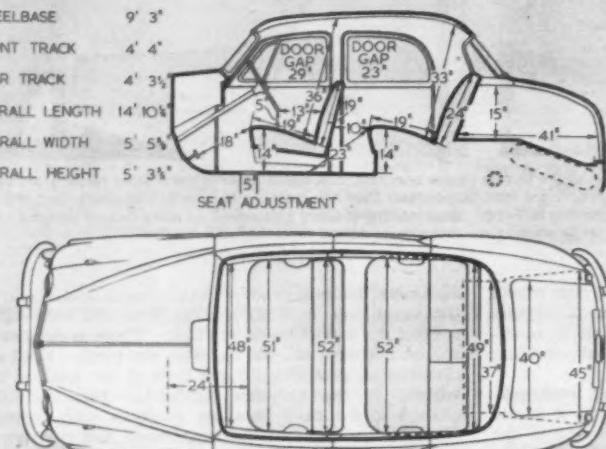
FRONT TRACK 4' 4"

REAR TRACK 4' 3 1/2"

OVERALL LENGTH 14' 10 1/2"

OVERALL WIDTH 5' 5 1/2"

OVERALL HEIGHT 5' 3 1/2"



Measurements in these 1/2in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncomressed

## PERFORMANCE

### ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.

	4.3	5.923	8.785	14.506
M.P.H.	to 1	to 1	to 1	to 1
10-30..	11.7	8.3	5.8	—
20-40..	12.3	8.8	—	—
30-50..	13.4	9.7	—	—
40-60..	15.7	11.7	—	—
50-70..	21.4	—	—	—

From rest through gears to:

M.P.H.	sec.
30 ..	5.2
50 ..	13.8
60 ..	20.8
70 ..	32.3

Standing quarter mile, 21.9 sec.

### SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top ..	(mean) 84.5	135.99
	(best) 87	140.01
3rd ..	58-65	93-105
2nd ..	28-36	45-58
1st ..	18-25	29-40

TRACTIVE RESISTANCE: 40 lb per ton  
at 10 M.P.H.

### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90
True speed:	9	18	28	37	47	57	67	77	87

### TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top ..	200	1 in 11.1
Third ..	270	1 in 8.2
Second ..	380	1 in 5.8

### BRAKES:

Efficiency	Pedal Pressure (lb)
97 per cent	60
90 per cent	50
70 per cent	25
37 per cent	15

### FUEL CONSUMPTION:

21.9 m.p.g. overall for 701 miles (12.9 litres per 100 km).

Approximate normal range: 20-30 m.p.g. (14.1-9.4 litres per 100 km). Fuel, First grade.

WEATHER: Fine, drying surface, wind negligible. Air temperature 37 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 8, 1954.

## DATA

PRICE (basic), with four door saloon body, £895 on 0d.

British purchase tax, £374 on 10d.

Total (in Great Britain), £1,269 on 10d.

Extras: Radio £35 4s 1d. Heater standard fitting.

ENGINE: Capacity: 2,230 c.c. (136 cu in).

Number of cylinders: 6

Bore and stroke: 73.025 × 88.9 mm (2.875 × 3.5in).

Valve gear: overhead inlet; side valve exhaust.

Compression ratio: 6.95 to 1.

B.H.P.: 80 at 4,500 r.p.m. (B.H.P. per ton laden 49).

Torque: 113 lb ft at 1,750 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.

WEIGHT (with 5 gals fuel): 29 cwt (3,246 lb).

Weight distribution (per cent): F, 55.2; R, 44.8.

Laden as tested: 32½ cwt (3,650 lb).

lb per c.c. (laden) 1.64.

BRAKES: Type: F, Two leading shoe; R, leading and trailing shoe.

Method of operation: F, hydraulic; R, hydraulic.

Drum dimensions: F, 11in diameter; 3in wide.

R, 11in diameter; 2½in wide.

Lining area: F, 125 sq in. R, 90 sq in (132 sq in per ton laden).

TYRES: 6.00-15in.

Pressures (lb per sq in): F, 28; R, 24 (normal).

TANK CAPACITY: 11½ Imperial gallons (including 1½ gallons reserve).

Oil sump, 15 pints.

Cooling system, 21 pints.

TURNING CIRCLE: 37ft 0in (L. and R.).

Steering wheel turns (lock to lock): 3½.

DIMENSIONS: Wheelbase: 9ft 3in.

Track, F, 4ft 4in; R, 4ft 3½in.

Length (overall): 14ft 10½in.

Height: 5ft 3½in.

Width: 5ft 5in.

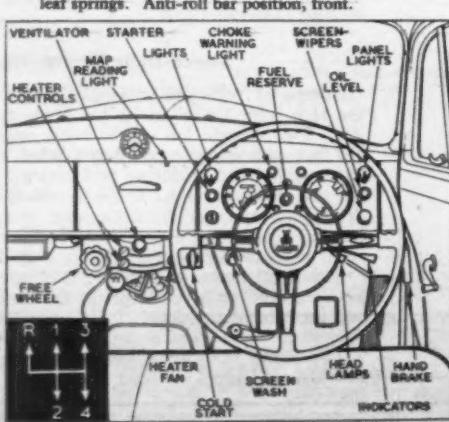
Ground clearance: 7½in.

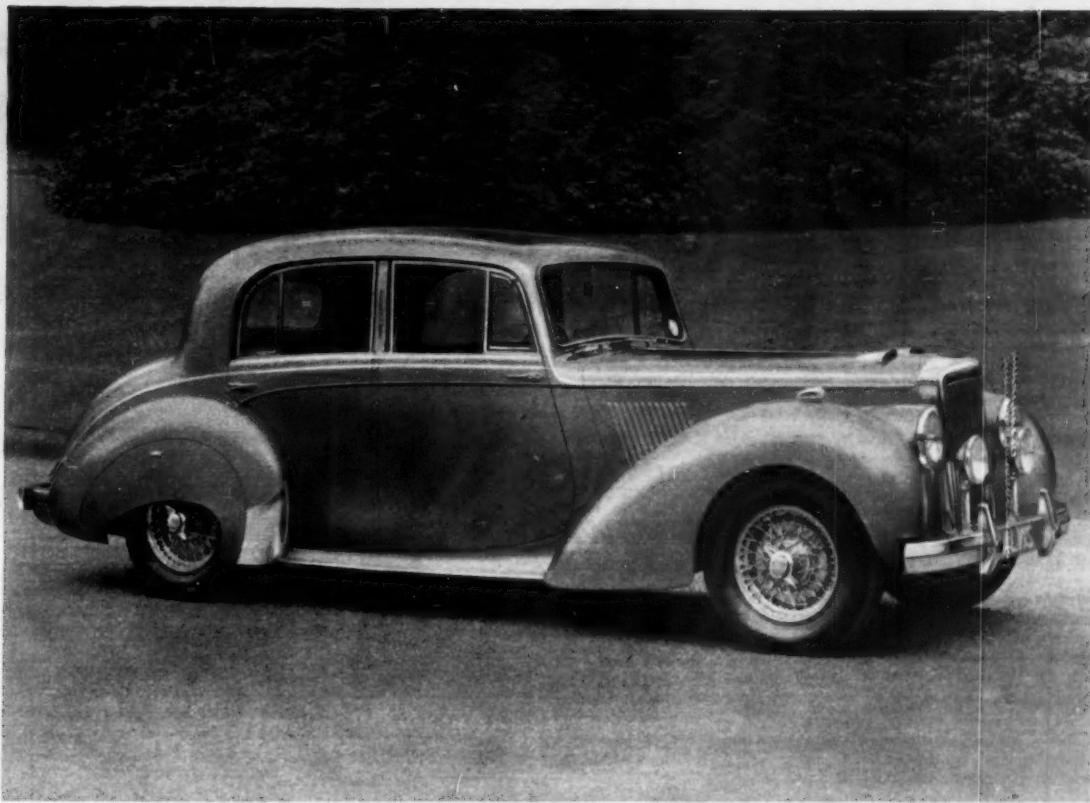
Frontal area: 22.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampere-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, Independent, coil springs and radius arms. Rear, half elliptic leaf springs. Anti-roll bar position, front.





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### *Very much an owner's car*

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### *Very much an ALVIS*

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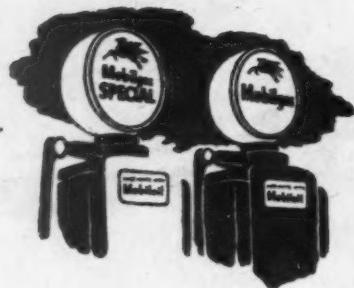


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G.I.



## ROAD TEST

### continued

The modified rear end treatment improves the shape of the luggage locker. The locker interior is neatly trimmed and has a rubber carpet. It is illuminated automatically provided that the side lights are switched on. A separate compartment below houses the spare wheel.

way of the driver's left arm when he is steering the car. The minor controls and instruments are housed in a rectangular panel placed in front of the steering wheel. The instruments are contained in two circular dials, with a speedometer on the left, and ammeter and water temperature and fuel gauges in a combined unit on the right. Pressure on a button to the right of the fuel gauge enables the engine oil level to be indicated on the fuel gauge. Between the two groups of instruments is the petrol reserve switch, and warning lights which show low oil pressure, ignition, head lamp main beam, and direction indicators; another light comes into operation if the mixture control lever has not been pushed in before the engine has reached its normal operating temperature. All these controls and instruments, together with the switches for ignition, starter, lighting and windscreens wiper, are built into the panel, which is readily removable to expose the backs of the

instruments and lights, making it very simple to replace a bulb in the event of a filament failure.

Both instrument units, together with the clock, which is housed in the centre of the facia, are effectively illuminated, and there is a rheostat in the circuit so that the degree of illumination can be varied to suit the requirements of individual drivers. The instruments do not cause reflections in the screen at night.

The direction indicators are operated by a small lever mounted on the column just below the steering wheel, and they are self-cancelling. Below the direction indicator control is the switch, which brings the head lights into operation provided that the side lights are switched on. The remainder of the controls, grouped below the centre section of the facia, comprise the free wheel and cold start knobs, and heating and ventilation controls and switches.

### Two Lockers

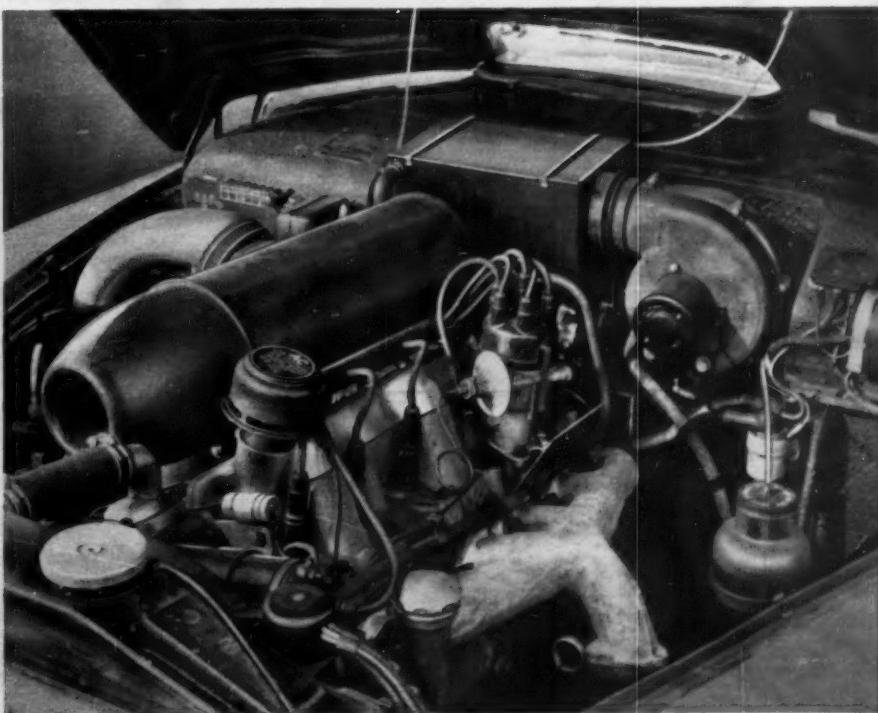
The instrument panel lights are not controlled by the side light switch, so that unless they are switched off separately there is a possibility of the panel lights remaining on during the daytime, but the circuit is, of course, controlled by the ignition switch, so there is no likelihood of their being left on if the car is unattended.

In addition to a pocket in the front door on the driver's side, there is a large compartment on the left of the facia, and this is provided with a lid which can be locked. A small locker is fitted in the centre of the facia; this is also provided with a lid, and this compartment is used to house the radio control unit and speaker if this equipment is fitted. The small tools are conveniently placed in a rubber-lined drawer below the main glove locker.

The interior fittings and trim generally are of a high standard, in keeping with the general quality of the car, and the interior lights are switched on automatically when any of the doors are opened. The Rover has a four-point jacking system. A starting handle is provided, and this is housed in special clips in the main luggage compartment. Routine chassis lubrication is reduced to a minimum, and there are only four nipples which require attention at intervals of 3,000 miles.

The new short-stroke Rover 75 is an outstanding car. It includes as standard a quantity of "extra" equipment appreciated by the discerning driver.

The engine compartment of the Rover 75 is well filled. The ignition distributor is mounted high towards the rear of the cylinder block, while the coil can be seen on the front of the engine. Filler caps for engine oil and coolant are conveniently placed, and the dip stick can be seen just in front of the exhaust manifold. The heater unit, carried on the bulkhead behind the engine, draws fresh air from a scuttle ventilator.



THE AUTOCAR,

# SWISS

A SELECTION OF  
TIT-BITS FROM  
THE 1955 GENEVA  
JUBILEE SHOW



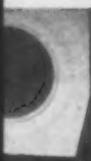
Above: A retrospective display is gay with crazy wall decorations which, however, fail to rob the Model T Ford and an early Austin of their dignity

Below: The Fiat 600 has already attracted the attention of the special coach-builder. Farina makes a bold departure in rear window styling by making it lean back



Above: Citroen's novel hydro-pneumatic suspension system is illustrated in a simple diagram for the edification of show visitors

Below: Ghia Aigle have achieved a striking design in light blue on the Daimler Regency chassis with a happy use of the traditional Daimler front grille



## NOVELTIES



Above: Seats and door trim neatly and economically finished in check on the Fiat 600



Full report on pages 352-355

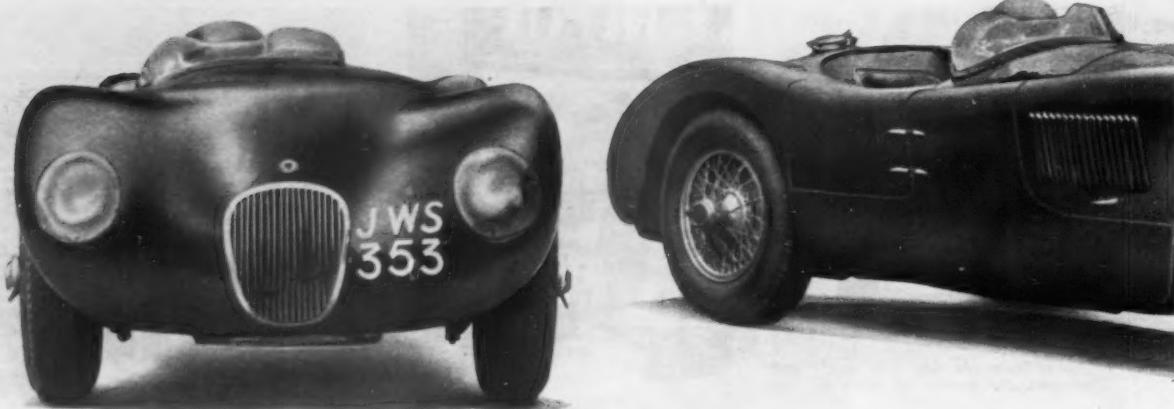


Left and below: Dark blue eye-catcher by Farina on a Fiat basis. The whole of the back panel, including the window, rises for the loading or unloading of luggage



TALKING OF  
SPORTS CARS: No. 358

LIGHT THE



A TYPE C JAGUAR, WITH SOME MODIFICATIONS AND A HISTORY

**W**HEN the throttle is eased back while the car is at speed in the dark the flames from the three twin-choke Weber carburettors remind one of the familiar instructions on fire-works about standing well back. The thrill of this Type C Jaguar, however, is felt at its highest on a dry road in clear weather, when the driver becomes almost divorced from the reality of being on the same road as the conglomeration of objects that flickers away astern: from the cars and trucks that seem to be travelling at speed in reverse as they are overtaken on a broad highway; and even from the potent engine whose noise does not seem to rise even to a whisper because of the roar of wind in the ears, and the buffeting to which one's head is subjected, propped up in the whipping slipstream.

But what is this particular car? Well, its history is primarily summed up in two words—*Ecurie Ecosse*. It was one of the first production Type C models, and was registered on July 3, 1952, by Ian Stewart, who is probably the best known *Ecurie Ecosse* team driver to date. In his hands, in the car's first year of registration, it won races at Jersey (July 10), Charterhall (July 27), Crimond (August 9), Turnberry (August 23), the Wakefield Trophy (September 6), Castle Combe (October 4), and Charterhall again (October 11).

In 1953 Ian Stewart won again at Charterhall (April 12), then Jimmy Stewart took three thirds and a fifth at, respectively, Ibsley (April 18), Thruxton (May 25), Snetterton (May 30), and the Isle of Man (June 18). Sir James Scott-Douglas was third with the car at Leinster (July 11), and Ninian Sanderson was second at Charterhall (August 15).

Then the car passed into the hands of Hans Davids, who raced it in 1954. His successes were, in brief: Belgian production sports car race, Spa (May 23), first, and fastest lap in 5m 24.8s (97.2 m.p.h.); Picardy Grand Prix, Amiens (June 20), first in class 1; national sports car races, Zandvoort (June 7), first over 2,670 c.c. (July 25), first over 2,670 c.c. and fastest lap in 2m 7.4s (73.6 m.p.h.); Ibsley (May 14), third over 2,750 c.c.

Mechanically the car has been modified in only one or two respects,

although infinite detail work was done to get the best possible results by W. E. Wilkinson, who is responsible for tuning *Ecurie Ecosse* cars. "Wilkie," when the engine was run-in, stripped it down completely. The connecting rods were crack tested, weighed, balanced and re-aligned, the bearings were carefully checked and the pistons balanced.

After the introduction of premium fuels, the compression ratio was changed from 8 to 8.5 to 1 with good results, and Lodge 49 plugs were fitted.

*The three, twin-choke Weber carburettors are the most impressive items of this side of the engine; in effect, there is a carburettor for each cylinder. Chassis members are tubular*



# BLUE TOUCH PAPER . . .



This is JWS353, a car that is as potent as it appears to be. Everything is functional. If it rains, you get wet. The brakes are very good on the road, but they are not the latest disc type. Left: The view that people see in their driving mirror; a façade that obviously means business. There is little wind protection for the driver and the head lamps are faired in behind Perspex. Right: The view that most people see. The spare wheel is tucked under the fuel tank, and the only things in front of the driver that matter are the engine and instruments

A check was made of the already well-balanced crankshaft and flywheel, and then attention was turned to the cylinder head. The throats of the ports were slightly enlarged, they were lined up with the manifolds, and a good deal of polishing took place. The guides were replaced after  $\frac{1}{2}$ in had been removed from those parts that protruded into the ports.

Modified valve springs were fitted, and the valve timing was adjusted so that it was identical on each cylinder. Roughness was removed from water-

ways to ensure good flow, and the diameter of the water pump impeller was slightly decreased to suit the higher r.p.m. at which it was intended that the engine should run. The S.U. carburetors were also given considerable attention, but these were changed by the next owner. Ecurie Ecosse drivers were permitted to use up to 5,800 r.p.m. in long races and up to 6,500 in shorter events.

All being well with the engine, attention was transferred to the suspension. The unsprung weight was reduced, and

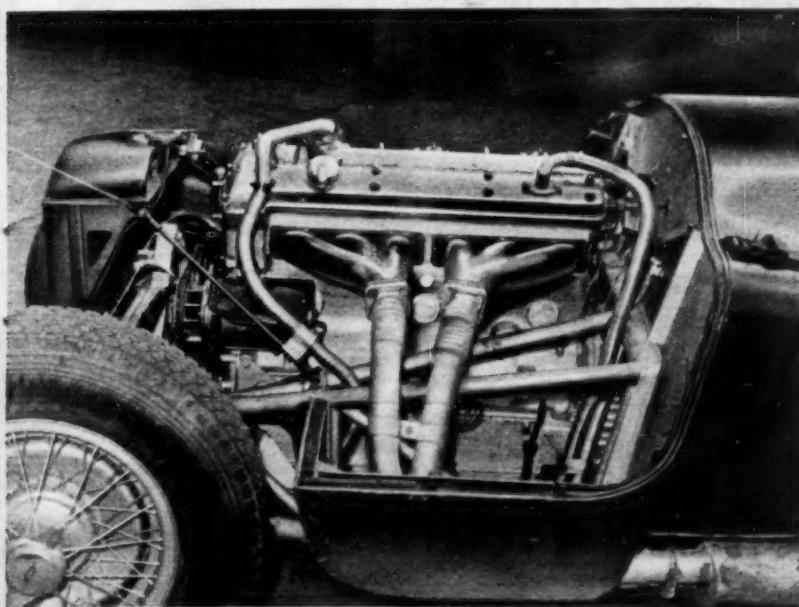
the ventilation of the brakes was improved by increasing the size of the duct holes in the back plates, and adding extra air scoops. And so the list goes on—many smaller modifications were made, ranging from reduction of frictional losses to wheel balancing, oiling tapers and splines, and fitting the seat to the driver.

Controls were re-sited when necessary to cut down driver fatigue in long races. Visibility was improved by the reduction in height of the windscreen (to which has since been added an aero screen). Other modifications were made, but, indebted as one is for the information on tuning from *Ecurie Ecosse*, W. E. Wilkinson cannot be blamed for, as he puts it, "keeping some tips up my sleeve!"

After the car went to H. Davids, a set of three twin-choke Weber carburetors with 42mm throats was fitted, and later this set was removed in favour of the 45mm size which is currently installed in the car. A new cylinder head was fitted, with 1½in diameter exhaust ports instead of the previous 1in, and the camshafts were changed; the head and camshafts fitted are of the type now fitted as standard to the XK140. The speedometer was discarded in favour of an additional rev counter—in a built-up area there is no difficulty in remembering what 30 m.p.h. means in terms of r.p.m. on the various gears, but rev counter failure in a race could be disastrous mechanically.

Last December the car went back to the works, where it was bored out to 3,472.7 c.c. and new pistons were fitted, and when it was handed over for test the engine was still not fully run-in. The car might well be described now as being all ready for the 1955 season.

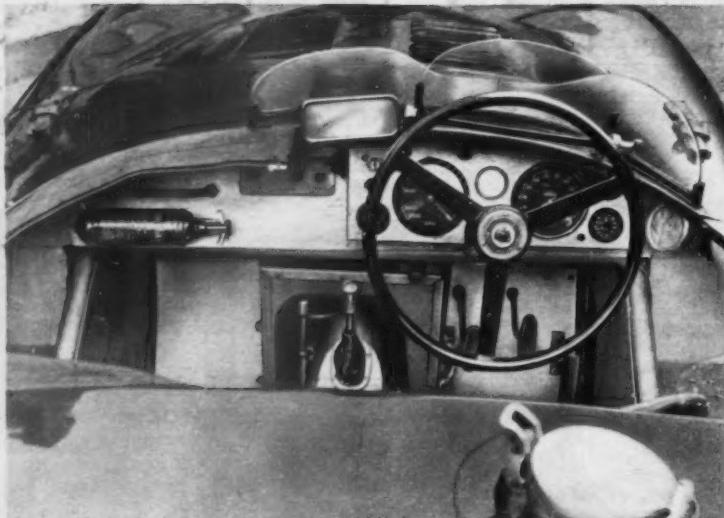
The "out" side of the Type C engine. Two manifolds, each serving three cylinders, take the exhaust away, and the two massive breathers for the camshaft covers can also be seen



## LIGHT THE BLUE TOUCH PAPER . . . continued

History is not enough with such a car! The machine is not old; it belongs to the present. And of absorbing interest is the way that it goes; what it is like to drive. In this connection my thoughts go back to the day when the 120C was handed over by Geoffrey West, manager of the Brompton Road (London) branch of J. Davy, Ltd., the current owners-cum-vendors. Imagine picking up anything quite so potent and being faced with the bustle of Knightsbridge at Saturday noon! The single-plate clutch is much of the in-or-out variety: if too many revs are used, engagement of the clutch projects the car like a guided missile. But one acquires the knack. About 700 r.p.m. and clutch in; then open up.

On the open road it is a very different story. It is not misleading to say that other traffic seems to all intents stationary. To press the throttle pedal is to reach the horizon, with some invisible giant hand compressing the squab against your back as you are flung forward. Fast curves must be judged by an appreciation of speed, line and adhesion with an eye, when possible, on the rev counters, for there is no engine



A few instruments, all important, a fire extinguisher, and pedals and controls well arranged lie in front of the driver. A touch on the lower pedal on the right will project the car lightly over the horizon

note audible to the driver; it is lost in the roar of the wind, which also tugs at one's face. On a wet road the car can be a handful, partly because the suspension is not classic, and partly because of the power that can so easily be turned on too abruptly.

To ride in this car is to live in a world apart; when overtaking before a bend it is necessary only to appreciate

the distance between the bend and the vehicle in front. The speed of the vehicle ahead is of little consequence; if there is room one presses the throttle and, be what it may, the vehicle is overtaken.

If you do not like fast cars, remember the other half of the title to this description—and stand well clear!

MICHAEL CLAYTON.

*Perhaps the Jaguar's most glorious hour. Ian Stewart approaches the hairpin before the finish of the 1952 Jersey International road race, which he won. Opposition included George Abecassis and Reg Parnell in DB3 Aston Martins, Wharton's Mark II Frazer Nash and Moore's H.W.M.-Jaguar*





Rich in typical stone-built houses, Painswick lies on the edge of the Cotswolds, in Gloucestershire. The Falcon Hotel, shown on the left, possesses a bowling green, and the churchyard 99 yew trees which are clipped at an annual ceremony.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### More than Two

#### A Sporting Four-seater

[66294.]—Has Mr. G. Kingdon [66260] never heard of Morgans? I am a sports car enthusiast who, like many others, is married and I have children. Thanks to the Morgan, I can take the family out for a Sunday afternoon drive and yet, with my four-seater Plus Four, still compete with fellow sporting drivers on pretty near even terms. The extra two seats add only about 28lb more weight and the overall length is not increased by so much as an inch. H. E. WHITE.

Bletchley, Buckinghamshire.

#### The Best of Both Worlds

[66295.]—Your correspondent, Mr. G. Kingdon [66260], who desires extra seating capacity in sports two-seaters, is the bane of all designers. Or is he against any two-seater on principle, and just leg pulling when he pretends to forget such roomy sports cars as Aston Martin, Bristol or Sunbeam-Talbot?

Yet he does show glimmerings of the truth when he suspects that the modern sports two-seater is "a different sort of a car,"

remote from those of pre-war days when 80 m.p.h. was a high speed. Vivid acceleration and a three-figure maximum are attained only at a price, and the designer has worked hard to eliminate every pound of unnecessary weight—for acceleration—and to reduce frontal area to the last square inch—for high speed. The gear ratios are chosen so that a definite weight will go up hills at optimum speeds, and the springing is designed to carry that weight with comfort and safety round fast bends.

Human nature being what it is, an "occasional three" would at once tempt the owner to try to cram four in somehow, complete with full luggage for the summer holiday. In consequence, acceleration would be sluggish, the engine over-greased and the springs practically flat, while any attempt at high speed would be dangerous owing to the serious alteration to weight distribution.

Perhaps Mr. Kingdon suffers from the trouble that afflicts most of us, in that Aston Martins or Brisaols are beyond our pockets until old age has dimmed the sports car urge. At best we may achieve an Austin-Healey or Triumph TR2 by middle age, when driving is still a fascinating sport and high-speed driving an art to be learned. While the desire to provide fast transport for all one's friends is understandable in a young driver, in due time one discovers that many passengers prefer a modest amble when someone else is driving, and for their comfort and mental ease high velocity and spectacular cornering should be avoided. Passengers should arrive at their destination refreshed by a gentle doze on the way, not white-faced, nervous wrecks. Has Mr. Kingdon ever suffered the torture of being driven fast by someone much less competent than himself?

## CORRESPONDENCE

continued

If one is a sociable soul why not be content with any of the better-class 1½-litre family saloons, which today have almost sports-car performance? Then you can have four up in comfort with all the luggage you like, not forgetting the roof rack, complete with pram tied on with string. It will cruise along at 70 plus, by speedometer anyway, and corner nicely in full safety and comfort for everyone.

C. R. CATESBY.

Henley-on-Thames, Oxfordshire.

## No Room for Sporting Gear

[66296.]—I entirely agree with Mr. G. Kingdon over the unsociability of the modern, open sports cars.

In the past, Bentleys, Vauxhalls, Sunbeams, Aston Martins and so on fitted four-seater bodies to their sports production cars. What earthly use is the modern sports two-seater to a sportsman for carrying dogs, or shooting and fishing gear, to say nothing of giving friends a run; manufacturers are losing many sales with such a short-sighted policy.

Parkstone, Dorset.

GEORGE PEMBERTON.

## "Cars by Rail"

## A Welcome Service?

[66297.]—Though I am by choice a motorist first and a rail user afterwards, I feel the remarks in the leading article in *The Autocar* of February 25 disclose wholly unreasoning prejudice, contrary to responsible journalism.

I doubt if many rail users have experienced, and complained so bitterly at inefficiency of rail services as I have, but when praise is due, then, in fairness, let it be given ungrudgingly. Surely this convenience now offered to the motorist is an occasion for such. If you do not think so I suggest that you are out of touch.

Even if Great Britain had at this moment all the super modern trunk highways of your dreams, I am sure that many who motor for pleasure would be glad to dispense with driving 900 miles—representing the return journey to Perth. No amount of such highways will restore the pleasure of long-distance motoring in this country as it was 25 years ago or more.

Many motorists will hope that the service now offered will be so popular as to encourage the railways to extend and improve it, as indeed I learn, in the course of a booking enquiry, is being considered.

E. E. T. JENNER.

Thame, Oxfordshire.  
[Why dispense with 900 miles of driving if it is a pleasure?  
—ED.]

## Appalling Bias ?

[66298.]—I have been driving for 42 years and have read *The Autocar* for a long time and can well remember it for over 50 years.

I have, however, read your leading article "Cars by Rail" in the issue of February 25. I am surprised to see such an appalling bias, comparable to that seen so often in the popular daily Press, and it is quite obvious that your zeal for the interests of the private motorist has completely outrun your discretion.

I am not employed on the railway in any way or by any nationalized industry, and most experienced executives realize that nationalization does not bring either efficiency or successful labour relations, in addition to raising the cost of services rendered and sometimes reducing their efficiency.

To say that the private car has vanquished the railways and to describe them as an archaic mode of transport is a grossly misleading, even untruthful, statement and also does not make sense. The private car cannot possibly attempt to cope with the conveyance of all the suburban travellers into London and even if all the roads into the Metropolis were trebled in capacity the parking of the many cars required is a physical impossibility.

Obviously, the expansion in the use of private cars has had an effect on small branch lines such as the recently closed Meon Valley railway, but this does not condemn the system as a whole. Motorists are very largely thinking and business men and will realize the complete inaccuracy of your article. Many of them, including myself, also realize the advantage of being able to travel comfortably with the opportunity of having a meal or relaxation in the process. A journey between London and Liverpool and back in one day, for example, with a business appointment in between, involves quite a lot of nervous energy, much of which is saved by a train journey, however much one loves motoring—as I do myself.

In the United States, where the private car exists in much greater numbers relative to the population, there is still an extensive and efficient railway system.

The British Railways scheme for conveying cars to Scotland is to be welcomed by many thinking people, particularly if the cost is reasonable. Not everyone wants to travel 400-600 miles from the south of England before starting a holiday in Scotland, and, personally, I should welcome the possibility of avoiding driving from London to Glasgow, whatever the state or dimensions of the roads, having driven the length of England frequently enough to wish to avoid repeating the journey.

Finally, may one ask how large loads of fuel, equipment and finished material to and from many inland factories—Corby, for example, can be conveyed by sea, as your article appears to suggest?

M. HARMAN LEWIS.

Effingham, Surrey.

[Railways do not pay their way; road transport, in spite of taxation, does. It is archaic to cling to economic inefficiency.—ED.]

## Meet to be Altered

## South Devon's Rival Beauty Spots

[66299.]—In the title to the picture on page 258 of *The Autocar* of February 25, the word Dartmeet should be substituted for Watersmeet.

The picture shows Dartmeet, a highlight of the south Devon countryside on Dartmoor. The term Watersmeet must be reserved for the equally beautiful spot above Lynmouth, at the foot of Exmoor.

I write this note as there is considerable rivalry between north and south Devon, and no opportunity should be given to hurt feelings in either direction.

D. WELSFORD.

New Malden, Surrey.

## Frost Bite

## Adverse Effects on Braking Systems

[66300.]—The recent frosty spell has made it apparent that it is again time to get busy with a blow lamp on the hand brake cables of my Morris Series M Ten, to thaw out the water which finds its way into the casing and freezes the brakes out of action, or, what is almost worse, freezes them on if the car is left standing in the frost for any length of time.

This is a recurring trouble, despite periodic "de-watering," copious greasing, and even binding the casings with adhesive tape in an effort to waterproof them. Part of my trouble is that, on the left side, the grease escapes between the nipple block and the end of the flexible casing. That older cars are not the only culprits is evident from comments heard during recent calls in at garages.

As the job is a messy and lengthy one if undertaken by the owner, or relatively expensive if done by a garage, I am wondering if any of your readers have found a permanent cure.

Edinburgh, 12.

EDWARD N. ZOLLER.

## Western Challenge

## What is Required of British Cars

[66301.]—In recent weeks I have read with great interest the letters submitted to the Editor concerning the decline of sales of British cars in the U.S.A. I believe if we examine the facts we find that some English manufacturers are selling more cars than ever, while others are losing ground steadily.

The British car that has made the largest gain in popularity in the States is the Triumph TR2. I believe the reason is fairly obvious. Everyone enjoys performance at a low price but, most of all, the American wants reliability. Here is a car with an engine that is ideal for the U.S. The Standard Vanguard unit has wet sleeves, a short stroke, low piston speeds and is powerful enough to propel the car adequately with a 3.7 to 1 rear axle. Combined into one, this means long engine life. I have always believed that a large engine "loafing" is much more desirable than a 1,200 c.c. unit turning at very high r.p.m. Examine the reboore mileage of the TR2 and compare it with that of a smaller engined vehicle. Remember that 60 m.p.h. averages are very common on any type of modern road.

Most of the low-cost British cars are designed specifically for the home country and many Americans who purchased cars of this type have been very disappointed in engine longevity. Axle ratios in the vicinity of 5.0 to 1 combined with long-stroke engines are for Britain alone and certainly not America. Un-

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The Autocar

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## CORRESPONDENCE

continued

doubtedly that is the reason why the Volkswagen has become so popular in the U.S. and everywhere else in the world.

Mr. G. T. White's letter [66084] mentions a marked trend for his friends to change from a British machine to the Volkswagen. Only two of the eight persons mentioned are completely satisfied with the British product. Most of his engineering friends are switching to the German economy car. Perhaps they bought a Volkswagen because of the same reason as I did. Are they disgusted with engines that develop their maximum horsepower at over 5,000 r.p.m.? High axle ratios and long-stroke engines combine to mean one thing—frequent overhauls and expensive repairs. Wild moving tachometers don't especially please me. I would rather have a larger engine that would handle a lower axle ratio.

To sum it up, I think we can say that the British car, no matter where it is sold, has to be designed for the roads of the importing country in order to be a constant seller over the years. Long engine life certainly is a decided stimulus to consumer satisfaction.

What the British motor industry needs is more square engines with enough power to handle a 4 to 1 rear axle. This is especially true of the lower-priced cars which are the bread and butter of the export trade. Although the small-engined English economy and sports car is ideal for the homeland, it does not fill the bill in the U.S. as well as many Continental countries where the road development far surpasses that of Great Britain.

JOHN H. MOLINE,

Ramstein, Germany.

## More Room, Lower Prices

[66302.]—A few words of reassurance with respect to your fears of the "Western Challenge" in the January 21 issue:

Lots of us here, in America, will not agree with your evaluation of our cars; and, furthermore, we find it hard to believe that there could ever be a very serious inroad to Europe of our own cars. In spite of our cars' many virtues there are a good many of us who greatly appreciate the fine standards of workmanship and performance available only in vehicles of European make. Perhaps it is because we see so little of them here. It is possible to spend upwards of \$3,000 for a new car here in America, drive the car around the corner or down the street, and have the wheels and front end lined up true! Not possible, really *probable!*

Here are a few minor things that most of us object to in your cars, especially those in the sports classes. They are about 20 per cent too small. A man with a family cannot find room for enough luggage or children to make a long trip. We have a lot of long trips here, too. There is not enough leg room, especially for the driver. This could be overcome in most cases by using overhead pedal controls rather than underside controls. The pedals are too small. And, of course, the prices are rather high. Not perhaps the initial price, but the trade-in loss. Anyone buying a car made in Europe—with a few bug-like exceptions—is going to take a licking on turning it in here, even if he goes to another car of the same make. The service angle is probably the answer to this.

Why, with all the performance available in, say, the Jaguar, could they not make it a little larger, have a flat seat for three in front and back and give us a little luggage room? Why cannot Morgan bring the pedals down from the top and give an average-sized person a little leg room? This goes for M.G. and most of the rest. Believe me, it is not really a lot we need to make us switch permanently to European cars, especially British ones. The initial cost scares most of us, mostly in view of the basic price of the car in your country. Most of us feel that the dealers are making more than a little too much.

In spite of all these qualms you would be very much surprised to see the great number of European cars, mostly British, on our roads. Southern California, New York and many of our other large urban areas are full of them. Highway 101 in California seems to carry more British autos than American ones. Our Service people are going more and more to British and German cars, especially as a second car for papa to wend his way to and from work in.

I enjoy your journal very much. I would like to offer some sage advice concerning your traffic problems, which I have seen in London. My home town, Los Angeles, has been described as having done something about its traffic jam; however, last time I was there it looked as bad as ever in spite of the freeways. I well remember, as a child, people saying that making Wilshire Boulevard an eight-lane highway was folly. Well, 20 years later that lovely street has reverted more or less to a side-street, eight lanes notwithstanding. The best that can be said for your problem is that it is a mess. I hope you solve it.

W. F. CARY, Lt. Col. U.S.A.F.

Eglin A.F.B., Florida

## Cyclists

The Onus is on the Overtaker

[66303.]—As a club cyclist and also as a sports car owner, I read Mr. H. Walker's remarks [66229] with much interest. I have always contended that the onus for such accidents should be on the overtaker and not the overtaken.

Cyclists are now compelled by law to carry reflectors as well as rear lights, and whilst the normal rear light emits a meagre glimmer, the efficiency of the reflector depends upon the lights of the overtaker.

It appears to me that the cyclist has already taken sufficient steps to protect himself, and if the car driver finds night driving a strain, he needs either better head lamps or his present ones adjusted correctly.

It is when the motorist drives outside the capabilities of his own lights that the life of the cyclist becomes precarious.

A. W. TYLER.

Darlaston, Staffordshire.

## On Formula

Flaw in the Argument

[66304.]—I am most indebted to your correspondent Mr. N. T. Gridgeman for his letter [66209] in which he stated that his friend had devised the formula:

m.p.g.=52 minus one-ninetieth of the weight of the car in pounds.

I once possessed a car of ancient design which had an unladen weight of 4,270 lb. With two up and ten gallons of petrol in the tank, I found that the engine would start without any difficulty but could not be induced to move the car in either direction. It is now quite clear to me that two people plus ten gallons of petrol might well weigh a total of 410 lb thus bringing the all-up weight of the car to 4,680 lb, and we all know what a ninetieth of 4,680 is, don't we?

I now find myself wondering how much more petrol I wasted on the occasions when I started up with an even greater load aboard. There must be a formula for it.

London, W.8.

G. E. G. GALLETTY, Fit. Lt.

## In Reply

Tips for Owners Without Handles

[66305.]—In answer to your correspondent [66203] who appears to be having difficulty with his Ford Consul through the lack of a starting handle, I offer the following simple suggestions:

1. To start when the battery fails, stop another motorist and ask for a push.

2. To check ignition points gap, remove the sparking plugs and turn the engine over with the fan.

3. To check compression, obtain a compression gauge that works on the same principle as the usual tyre gauge, and use the starter.

I have used all the above methods successfully on my present car (1952 Pontiac), but I doubt if the bumpers fitted to the Consul would take very kindly to 1.

Etobicoke, Ontario, Canada.

G. ESILMAN.

## Progress

Thoughts Upon Which to Dwell

[66306.]—I would like to reply to your correspondent Mr. W. H. Davis [66268] who thinks that the motor industry has made no progress in the last 17 years.

He did not state what mileage the 1937 Austin Twelve, on which he bases his thesis, has covered. Since it has been maintained by a chauffeur, and recalling that six years of its life were probably a rest period during the war, it might easily have covered a mileage of only 40,000. It may have been driven slowly, never over 40 m.p.h., as the advertisements say. However, since we do not know the conditions of its life, the rest of the information given by Mr. Davis is rather reduced in importance. Mr. Davis' logic does not really convince me. "The hand brake," he points out, "is almost as powerful as the foot brake." But how powerful is the foot brake?

I tend to think that in respect of braking, as well as almost everything else, the 1957 Austin Twelve is vastly inferior to the 1955 Morris Oxford, its B.M.C. successor. Comparison

## CORRESPONDENCE

would find it to be slower, less economical, particularly above 50 m.p.h., less comfortable on bad surfaces, and even Mr. Davis cannot honestly think that the older car has better roadholding, steering and braking. Good roadholding, steering and braking are not required just by a handful of people who drive flat-out all the time, but are the most important factors of safety.

Modern cars are not so well made, but they still contrive to give remarkable service, and if driven at pre-war speeds will evince a longevity which would have been considered astonishing in 1939, when a three-year-old car was definitely old.

To turn to another matter, I must confess to being puzzled by your correspondent Mr. G. H. Geattie [66272], who asks how to cope with "the man with a fast car who accelerates when you try to pass him." Surely if you are travelling at, for instance, 60 m.p.h. your reason for overtaking someone who is doing 55 m.p.h. is because he is stopping you from travelling at the 60 m.p.h. dictated by your needs. If he therefore accelerates to 70 m.p.h. all is well. He no longer obstructs you and you can carry on behind him at your 60 m.p.h. Perhaps Mr. Geattie then finds that he wants to travel at 80 m.p.h. Remedy: purchase a D-type Jaguar. FRANCIS N. MEGAHEY.

Chigwell, Essex.

### Cats' Eyes

Red, Used in Advance of Corners

[66307.]—I do a great deal of night driving in the West Country and find cats' eyes a greater help than I can express. I think they may be the answer to many road safety problems all over the country.

For instance, if, at the approach to a corner, bend or cross-road, red glass were used instead of the plain white, a driver would at once know there was some form of danger and exercise the necessary caution.

Many of the signs used today fail to give warning of danger soon enough. These red eyes could be made to run from 50 or 100 yards before a corner, at no extra cost.

Stoke-under-Ham, Somerset.

RICHARD COMER.

(Indiscriminate use of red lessens its impact for emergency danger use or creates alarm where none need exist.—ED.)

### American Prices

An Interesting Comparison

[66308.]—I was amazed at the British prices of new American cars listed in your issue of January 28. Your readers may be interested in the list prices of these cars in the United States.

The low-priced "Big Three"—Chevrolet, Ford and Plymouth—retail here at from £600 to £700. Medium-priced cars, such as Dodge, De Soto, Pontiac and Oldsmobile 88, list at prices between £700 and £900. The most expensive American cars—Chrysler, Packard, Lincoln and Cadillac—cost a mere £1,100 to £1,500 over here. It should be remembered, too, that purchase tax, although it varies from State to State, is usually about 5 per cent of the car's value.

At these prices most people will agree that American cars are bargains, especially so when you consider that, because of differences in the cost of living and consumer buying power, the relative prices in Britain will be approximately half those listed above. However, even a Cadillac Eldorado, America's dream car, is not worth the 13,000-odd dollars it would cost in England.

Just as American cars are priced out of the market in Britain through high duties and a phenomenal purchase tax, I regret to say small British cars are nearly as effectively priced out of the American market because their prices are so near those of the cheapest U.S. cars, and most Americans buy their cars by the yard and not by the miles per gallon they get!

Philadelphia, U.S.A.

S. P. BRINDLEY.

### Curious

Was Malicious Damage the Cause?

[66309.]—As a motorist of 48 years' experience, whose business during that time has necessitated the use of many and various cars of both British and foreign manufacture, including the continued use of the Ford Zephyr and Consul saloons, my interest is attracted by a letter from your correspondent, Dr. B. A. Tugday [66239] in *The Autocar* of February 11.

Never, during all these years, has any car roof of mine, either steel and fabric or all steel, behaved under varying

continued

temperatures in the manner described by your correspondent.

As, of late years, the Ford company and other car body designers in general have favoured the all-steel roof construction to give users in Britain and overseas the greater safety and strength obviously obtained by a girder construction and a domed roof panel, your reader could surely answer his own question by reflecting that Ford Consul cars have been produced by the thousand, and can be seen in use almost anywhere.

If all these cars have an undamaged roof, the answer is obvious. Some form of damage, malicious or otherwise, has arisen, and then the manufacturer's warranty is unlikely to cover such condition.

C. BERGER.  
Minstead, Hampshire.

### The Road Fund

Turning the Screw

[66310.]—Many Welsh radio owners are now paying their licence money to a newly formed Welsh Listeners' Society (instead of to the G.P.O.) to be handed over only when the hopeless reception of the Welsh Home Service improves. Surely, here is a lead for the long-swindled road user. Could he not pay his road tax licence money to the motoring organizations to be handed over only after the long-planned roads appear?

I often have visions of a future Chancellor of the Exchequer rising in the House and proudly announcing: "Gentlemen, look at the money I have saved the taxpayer; now that helicopters are replacing cars roads are no longer necessary."

G. M. WILLIAMS.  
Corwen, Merionethshire.

### Wanted

American Car Catalogues

[66311.]—I am interested in collecting American car catalogues. If any of your readers have any, and would be willing to forward them to me, I would be most obliged.

IAN V. HAMILTON.  
Glasgow, W.4.

### Napier

Assistance Sought

[66312.]—I am interested in ascertaining the availability of a Napier car, and I would appreciate it if any of your readers could assist me.

J. W. NAPIER.  
Fort Madison, Iowa.

[Letters will be forwarded.—ED.]



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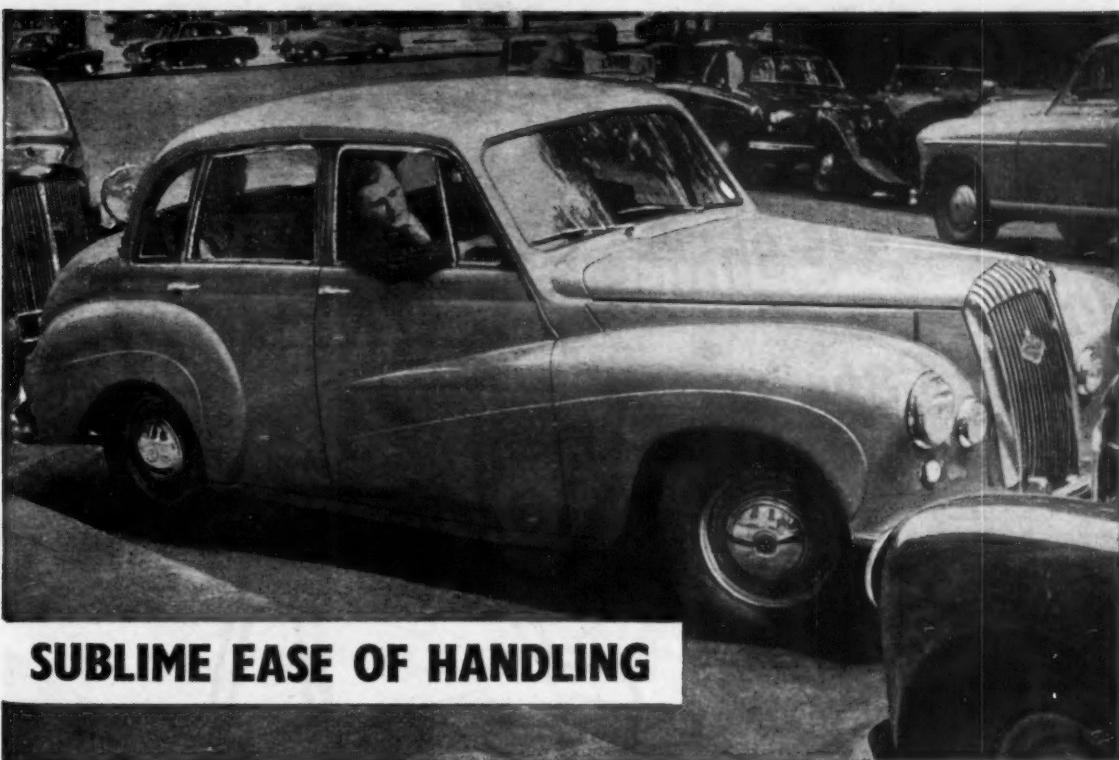
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*Speed with comfort—and good looks too.* Ease of handling is not the only virtue of the Conquest. This fine car has pace—up to 60 in 20.4 seconds and on to an effortless top speed of 80 plus. *Laminated torsion bar suspension* gives absolutely faultless road-

holding. *Automatic chassis lubrication* provides continuous efficiency without thought or worry.

**More rear-seat leg space.** The Conquest is a fine-looking car with typical Daimler dignity. It is also roomy and comfortable, the new model having 4 inches more leg space in the rear seat. Price £1511. 5. 10 inclusive.

#### OTHER CONQUEST MODELS

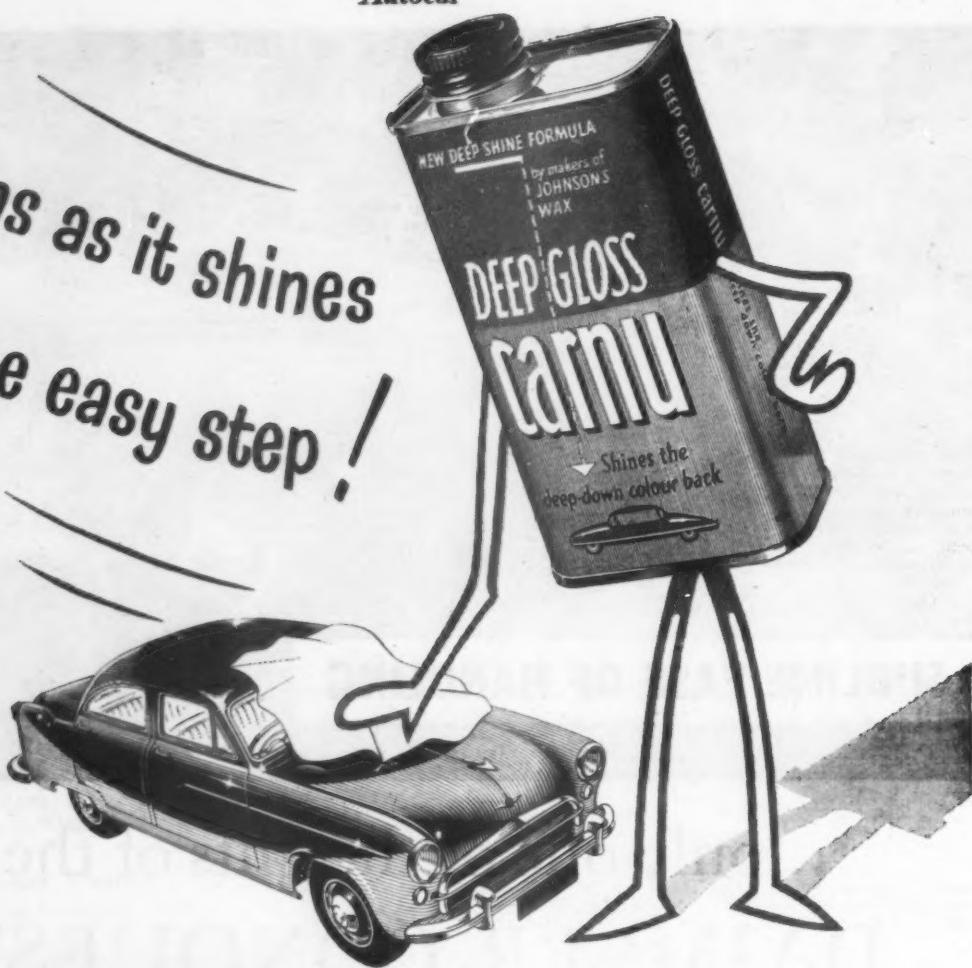
The 'Conquest Century' . . . . .	£1661. 9. 2. incl.
— The Coupé . . . . .	£1736. 10. 10. incl.
— The Roadster . . . . .	£1672. 15. 10. incl.

*'Out of pedigree  
comes pace'*



**The 100 bhp Conquest Coupé**  
*Power-operated drophood adjustable to three positions—closed, 'de ville' and fully open.*

*Cleans as it shines  
in one easy step!*



**NO OTHER CAR POLISH  
SHINES BRIGHTER FASTER!**

Deep Gloss Carnu works fast and works wonders. Removes grease, grime, dirt—every speck! Leaves a brilliant long-life gloss. Polishes cellulose, glass, chrome—the lot! All without hard rubbing. Try a tin today—and give your car the shine of its life!

4'  
6

**JOHNSON'S**

**DEEP GLOSS**

**carnu**

MADE BY THE MAKERS OF JOHNSON'S WAX

# ROADS for BRITAIN



## Campaign Council States Its Case

**A** STATEMENT of the policy upon which the Roads Campaign Council is basing its drive for a complete new roads system for modern traffic needs was given by the chairman, Mr. Wilfrid Andrews, who is also chairman of the Royal Automobile Club, at a Press conference a few days ago in London.

He declared that the council represented organizations catering for manufacturers and dealers in motor vehicles, motor cycles and bicycles; nearly all the garage owners in the country; some 3,000 independent bus and coach companies; about 100 municipal transport undertakings; some 250,000 firms concerned with the use of the roads; 17,000 haulage firms; and the motoring organizations with membership considerably in excess of 2,000,000.

He added that the motor transportation community paid in taxation and duties over £400 million a year—about 2s in the £ of the national revenue—and employed one in 13 of the employable population, while the industry contributed £1 4s in every £10 of export trade.

### "Monstrous Burden"

"Heavy taxation is itself a monstrous burden," said Mr. Andrews, "but the problem of getting the right roads for Britain transcends all. It is a problem which the Government show no sign of tackling—the new plan fails because it is too small and too slow. Not only is the programme hopelessly inadequate but there is no indication of when it will be carried out. Authorization is not expenditure—it is hard cash that builds roads."

Schemes produced by the Ministry of Transport in 1946, he said, involved the construction of 1,700 miles of trunk roads and 800 miles of motorways, which would provide proper road communication and link industrial centres with each other and with the ports. Inside cities, towns and villages there was also much work to be done.

At present, Britain's roads, with 6,000,000 vehicles, were the most densely trafficked in the world. By 1960, the number would probably be 7,500,000 and what was now intolerable would become impossible.

Many thousand million pounds were being pledged to revitalise the economy and industry—there was talk of doubling the standard of living in 25 years—but what was the sense of this when the terrible state of the roads added so much to the cost of the goods made? Cost of road transportation in 1953 averaged £2 3s per week per family.

It was not claimed that a modern road system would eliminate accidents, but they could be greatly reduced. It had been proved that four out of five accidents which would occur on ordinary roads were eliminated by motorways.

America was to spend £36,000 million in ten years on roads to prevent "deadly congestion" should an atomic attack be launched. If an atomic attack were launched on Britain, as things stood there could be no hope of evacuating big cities and towns.

Most frequent reason advanced for not providing the roads was that the country could not afford to spend the necessary money. The council estimated that £750 million needed to be spent, and the annual rate must reach £75 million as soon as possible. "We reject tolls," said Mr. Andrews. "The users of the roads have paid for a most handsome cake; they can hardly be expected to pay still further to eat what is little more than a crust."

There was as complete justification for a road loan as for loans for the electricity, coal and gas industries, for which the amount available over the period 1945-60 was £3,360 million. If a £750 million loan were raised as when required over ten years, and repaid over 30 years, the maximum annual repayments would be £45 million.

By the council's scheme more work could be started sooner, and in ten years Britain would have a first-class road system. While they were non-party political, they must and would attack any party that was slovenly and indifferent on the question of road development.



## HOLIDAY BOOKS

**A** NUMBER of publications of value to those who are planning holidays are now available, for this country and also for foreign parts. Here is reviewed a representative selection.

### Bide a While

**A** HANDY little pocket guide to village inns, hotels, farms and guest houses in this country, published by Victor Hilton, Harbourside, Torquay, at 3s 6d is the *Bide-a-While Book*, which lists these types of accommodation, with details of cooking and tariffs.

### The West Country

**U**NDER the title *Tag* is to be obtained a travellers' accommodation guide to the West of England, published at 1s 6d at 115-117, Westmount Road, Eltham Park, London, S.E.9. The rather large area covered is subdivided on a map into lettered sub-sections, under which are published lists of holiday addresses, with details of the accommodation offered.

### Comfort Without Luxury

**N**INE hundred and twenty-five hotels off the beaten track in France and Algeria, mostly rebuilt or repaired since the war, are listed in the 1955 *Annuaire des Hôtels* issued by the Fédération Nationale des Logis de France. In order to qualify for inclusion in the list, hotels—which are comfortable but not luxurious ones, generally situated in the country—must conform strictly with a certain standard of cleanliness and plumbing and adhere to the prices published. A close inspection is maintained by the Fédéra-

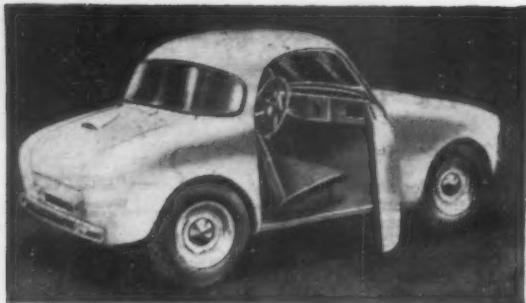
tion, and people who stay at the *logis* can report their experiences. If any hotel fails to conform with this standard, it can be taken off the list. Copies of the *Annuaire* are available, free of charge, from the French Government Tourist Office, 178, Piccadilly, London, W.1.

### Where to Stay

**A** GREAT holiday year is forecast by the British Hotels and Restaurants Association for 1955, who have just published the new edition of their official guide. It costs 5s, plus 6d postage, and contains an illustrated section giving full information about a number of hotels, as well as a complete list of member hotels and restaurants. This year the competition "How Well Do You Know Your Britain?" has been repeated, and at the back are sectioned road maps of Great Britain showing town-to-town mileage, but not route numbers. Orders can be placed with the British Hotels and Restaurants Association, 88, Brook Street, London, W.1.

### Voyageur

**R**EGULAR visitors and first-time-overs will find useful information in the 1955 edition of the R.A.C. *Continental Handbook*, which costs 6s, or 4s to members of the club. Subdivided into sections for each country, the information includes up-to-date details of over 3,500 recommended hotels in European countries, rules of the road, speed limits, currency and exchange rates, customs regulations, a guide to mountain roads, ferries, garages and restaurants. There is a glossary of motoring terms in nine languages, and street plans of important towns and cities appear for the first time.



*Alternative engines, developing 11 or 15 b.h.p., are available for the Galy, which is priced at 257,000 French francs*

**P**OST-WAR Continental motor shows have persistently featured a number of ultra-small cars to carry two or three persons. Geneva this week presents more of them. Some of them have made one appearance and have never been heard of again. From this it has been argued that the motoring public refuses to consider them seriously.

Nevertheless the places of the little cars that have failed to make a second appearance have been taken by similar vehicles. This fact seems to indicate that in the opinion of many, who are prepared to back their opinion by designing or financing the building of prototypes, there is a market for the really low-powered and extremely economical runabout.

Undoubtedly the basic factor which leads to the appearance of these economy cars is that, in Europe today, petrol is very expensive, whilst the cost of living has been rising continually for a number of years and it is still rising. Motoring for the masses is, in fact, a dream of the past so far as cars of normal dimensions and specifications are concerned. So the sponsors of these economy cars seek to provide a vehicle which will be within the financial orbit of those who cannot afford a car of normal size.

#### Germano-Belgian

At the recent Brussels Salon there appeared a small four-wheeled vehicle known as the Isard, manufactured by the makers of the Isaria motor scooter and powered by an air-cooled, two-cylinder, two-stroke engine of 296 c.c. The Isard is, in fact, the German Goggomobil described in *The Autocar* of November 12, 1954, apparently rechristened for the Belgian market, into which it is imported by the Société Anonyme Desco of Liége. The little car is of integral construction, with a two-door, four-light steel body which also serves as a chassis, and it is of good proportions and quite pleasing lines. Its wheelbase is 5ft 10½in, track 3ft 7in, and its overall dimensions are: length 9ft 6¼in, width 4ft 2in and height 4ft 3in. It has 10in wheels with 4.00in tyres and its ground clearance is 10in.

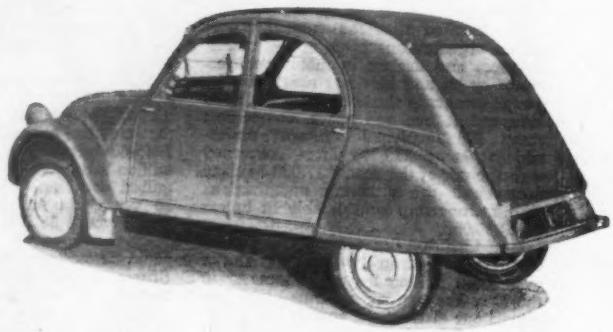
Although its power unit may be considered unorthodox in the car world, the Isard is no freak. Its specification includes independent suspension by coil springs at front and rear, rack and pinion steering, four-wheel hydraulic brakes and a transmission which includes a four-speed gear box and a differential.

Apart from the power unit, the specification of the Isard is not unorthodox. The engine cylinders are set vertically and transversely between the rear wheels, and the transmission unit includes a two-plate clutch running in oil, a four-speed and reverse gear box, with the differential included in the gear box casing. Universally jointed swinging half-shafts transmit the drive to the rear wheels,

# WHO WANTS

**ULTRA-SMALL TWO-, THREE-SEATERS  
CAPABLE OF 50 M.P.H. AND 100 M.P.G.**

By A. G. D. CLEASE, B.Sc., A.M.I.Mech.E.



*The 2 c.v. Citroen is appreciably larger and more roomy than the majority of the Continental small cars*

and are not enclosed in an axle casing. The wheels are carried by radius rods pivoted on a cross-member and carrying at their rear ends an assembly which includes bearings, brakes and the coil spring suspension units.

The engine has a bore and stroke of 58 x 56mm (296 c.c.) and develops 14.8 b.h.p. at 5,000 r.p.m. A blower driven by the engine circulates the air through the cooling fins of the cylinders. An electric starter is provided.

The performance claimed for the Isard is an "easy 50 m.p.h." and a normal fuel consumption of 84-85 m.p.g. No figures are available for acceleration, but in view of the attention which has been devoted to small two-stroke engines on the Continent, it is quite possible that acceleration would prove more lively than one would expect. Again, its "easy 50 m.p.h." may not seem very high to those who regard such a speed as a very easy cruising gait, but one has only to think of the low speed of weekend traffic within a radius of, say, 20 miles of any large city to realize that the Isard should be capable of holding its own in such conditions.

Whatever doubts one may have as to whether one would be content with the acceleration and maximum speed, there is no doubt at all about the attractiveness of the 80 m.p.g. or the price in Germany, 2,900 marks, or about £250.

One swallow does not make a summer, and one Isard does not make a class. However, in Brussels details were obtained of another small vehicle which was not actually exhibited, but which has been designed by Daniel d'Ieteren. This is known as the Galy and it is made in France by Forges et Ateliers de la Vence et de la Fournaise. Its specification is very similar to that of the Isard except that its steel body is of coupé type, with a curved screen and a wrap-round rear window.

Power unit and transmission are at the rear, and the engine may be either a single-cylinder two-stroke of only 175 c.c., developing 11 b.h.p. at 5,000 r.p.m.—approximately 63 b.h.p. per litre—or a four-stroke single-cylinder of 250 c.c. with overhead valves and camshaft, developing

# ECONOMY?

15 b.h.p. at 6,000 r.p.m. Both engines are air-cooled. The transmission is the same for both power units, providing three forward speeds and reverse. The Galy is similar in size to the Isard, for its wheelbase is the same and its overall length is only 2in more, while its overall height is 1in less. Its ground clearance is 8in. With the smaller two-stroke engine the cruising speed of 43 m.p.h. is claimed, with a fuel consumption of just over 100 m.p.g. With the slightly larger four-stroke engine, the cruising speed is said to be 50 m.p.h. and fuel consumption 95 m.p.g.

Price of the Galy in its country of origin with the two-stroke engine is 257,000 French francs (£257). With a four-stroke engine its price is 294,000 francs (£294).

When cars are considered in classes it is always difficult to decide the lines of demarcation, because there are always border-line cases. For example, the 2 c.v. Citroen, although it has a flat air-cooled twin engine of only 375 c.c., is nevertheless appreciably larger than the two cars briefly described, as its wheelbase is 7ft 9½in, its track 4ft 1½in, while its overall dimensions are length 12ft 4½in, width 4ft 10¼in and height 5ft 3in.

Although the new Fiat 600 may be considered too much a normal car in miniature for this class, it must be remembered that its predecessor, the 500 C, was the first, longest-



Built in Germany, the Goggomobil is imported into Belgium and rechristened the Isard. Independent suspension all round, rack and pinion steering and a four-speed gear box are included in the specification

lived and best-known economy car of modern times. The new one has an extra inch of track but is an inch and a quarter shorter in overall length than the old. The rear four-cylinder engine is a little larger than that of the 500 C at 633 c.c. The Topolino's capacity was 570 c.c.

But if the Fiat be included, can one reasonably exclude the 750 Renault, or the Austin A.30, or the Morris Minor? Considering these well-known small cars collectively, one can hardly place them in the same class as the Isard or Galy, although they are not actually so very much larger in dimensions. Their engines, however, are appreciably larger.

There are other small cars which undoubtedly belong to the miniature class, and the German Lloyd must be considered a serious proposition, for its production has gradually risen to the figure of 150 cars per day. It now

has a steel body of two-door, four-light saloon type with a two-cylinder air-cooled, two-stroke 386 c.c. engine in unit with a single-plate clutch, three-speed gear box, and spiral bevel final drive located at the front and driving the front wheels. Power output is 13 b.h.p. at 3,750 r.p.m.

The specification includes independent suspension at front and rear; the wheelbase is 6ft 6½in and track 3ft 5½in, the overall length being 11ft 3in, width 4ft 7½in and height 4ft 6in. The performance claimed is a maximum speed of about 41 m.p.h. with a fuel consumption of 52 m.p.g.

In France the little 3 c.v. Rovin has been available for some time, powered by a water-cooled, flat-twin engine of 70 × 60mm bore and stroke (462 c.c.) developing 13 b.h.p. at 3,200 r.p.m. The engine, single-plate clutch, three-speed gear box and spiral bevel final drive form a unit mounted at the rear of the vehicle, which is of semi-integral construction strengthened by a central tube. The front wheels are independently sprung by superimposed, transverse half-elliptic springs, and the rear wheels also have independent movement, being carried by longitudinal arms and coil springs. The wheelbase is 5ft 10¾in, track 3ft 2½in, overall length 10ft 4in, width 3ft 9½in and height 4ft 1¼in. Claimed performance is a maximum speed of 53 m.p.h. and a fuel consumption of 57 m.p.g.

The question remains whether ultra small four-wheelers of the type dealt with would be acceptable to British motorists. Much would obviously depend upon the price at which they could be purchased and here, of course, purchase tax rears its ugly head.

If we take the price figures mentioned, i.e., the equivalent of £250 for the German Isard and £257 for the French manufactured Galy, and assume that a comparable vehicle could be produced in this country to have a basic price of, say, £250, then by the time purchase tax was added it would cost the purchaser something in the neighbourhood of £360 or £370. Would there be a market for such a vehicle at this figure, considering that the price including purchase tax of the Ford Popular is £390, of the A.30 £475 and of the Morris Minor £529?

It must be remembered that the British small cars can be considered as four-seaters, whereas the very small Continental cars dealt with provide accommodation for only two adults and possibly two children. Indeed, the only advantage offered by the ultra-small cars is their economy of operation, particularly in the matter of fuel consumption, which taking a round figure may be about half that of the slightly larger but appreciably large-engined British small cars.

The fact remains that on the Continent these little vehicles seem to be consolidating their position. Recent examples of them are, it was noted, much more attractive in specification and in finish.



Also German in origin, the two-stroke, two-cylinder, 386 c.c. Lloyd develops 13 b.h.p. at 3,750 r.p.m. Independent front suspension is provided

## **BRITISH PRICES OF NEW CARS**

	British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d
<b>A.C.</b>								
2-litre 2-door	1,027	12 2	1,456	18 1				
Four-door	1,107	19 4	1,570	14 11				
Acc sports 2-seater	1,015	0 0	1,439	0 10				
Accou coupe	1,215	0 0	1,722	7 6				
<b>ALFA ROMEO</b>								
1900	1,850	0 0	2,621	19 2				
1900 Super Sprint	2,500	0 0	3,542	15 10				
<b>ALLARD</b>								
Palm Beach, 4-cyl.								
3-seater	720	0 0	1,021	2 6				
6-cyl. 3-seater	750	0 0	1,061	12 6				
2½-litre saloon	1,250	0 0	1,771	19 2				
K3 3-seater	1,100	0 0	1,559	9 2				
Monte Carlo	1,375	0 0	1,949	0 10				
Safari estate car	1,375	0 0	1,949	0 10				
<b>ALVIS</b>								
3-litre	1,285	0 0	1,821	10 10				
Coupe...	1,360	0 0	1,927	15 10				
<b>ARMSTRONG SIDDELEY</b>								
Sapphire (synchromesh box) ...	1,215	0 0	1,722	7 6				
Sapphire (preselector) ...	1,285	0 0	1,821	10 10				
Sapphire (automatic) ...	1,404	0 0	1,990	2 6				
<b>ASTON MARTIN</b>								
DB2-4	1,925	0 0	2,728	4 2				
Drop-head coupé	2,025	0 0	2,869	17 6				
DB35 competition	2,600	0 0	3,684	9 2				
<b>AUSTIN</b>								
1.80 Seven 2-door	335	0 0	475	14 2				
Four-door	355	0 0	504	0 10				
Countryman	395	0 0	564	0 10				
A 10 Cambridge 2-door	458	0 0	649	19 2				
Foxsport	468	0 0	664	2 6				
A 50 London	478	0 0	678	8 10				
A 90 Westminster	558	0 0	791	12 6				
A 135 Princess	1,540	0 0	2,182	15 10				
Limousine	1,599	0 0	2,353	17 6				
Limousine, L.W.B.	1,750	0 0	2,480	5 10				
Saloon, L.W.B.	1,750	0 0	2,480	5 10				
<b>BENTLEY</b>								
Chassis	2,270	0 0	3,216	19 2				
Sports saloon	2,100	0 0	4,392	15 10				
Radford Countryman	3,880	0 0	5,497	15 10				
Abbott saloon	4,260	0 0	6,036	2 6				
Park Ward D.H. coupé	4,280	0 0	6,064	9 2				
Hooper 4-door	4,445	0 0	6,298	4 2				
Frostsone and Webb sports saloon	4,545	0 0	6,439	17 6				
James Young 4-door	4,595	0 0	6,510	14 2				
Continental:								
Park Ward saloon	4,600	0 0	6,515	15 10				
Park Ward coupé	4,600	0 0	6,515	15 10				
Mulliner sports Saloon	4,890	0 0	6,928	12 6				
<b>B.M.W.</b>								
Type 501	1,400	0 0	1,984	9 2				
Type 502	2,100	0 0	2,976	2 6				
F.H. coupé	2,750	0 0	3,896	19 2				
<b>BORGWARD</b>								
1500 Isabella	798	0 11	1,131	13 10				
2400 sports saloon	1,287	16 9	1,825	11 3				
Saloon (Hansamatic)	1,380	1 8	1,956	4 10				
2400 Pullman	1,409	2 1	1,997	7 2				
Pullman (Hansamatic)	1,501	7 0	2,128	0 9				
<b>BRISTOL</b>								
Type 403	2,100	0 0	2,976	2 6				
Type 404	2,350	0 0	3,330	5 10				
Type 405	2,250	0 0	3,188	12 6				
Abbott D.H. coupé	2,250	0 0	3,188	12 6				
<b>BUICK</b>								
Century 4-door	1,897	0 0	2,687	10 6				
Super 4-door	2,023	0 0	2,866	4 1				
<b>CADILLAC</b>								
Special 4-door	3,105	0 0	4,389	17 9				
<b>CHEVROLET</b>								
Bel Air 4-door	1,270	0 0	1,800	5 10				
Two-Ten 4-door	1,225	0 0	1,736	10 10				
<b>CHRYSLER</b>								
Windsor	2,021	0 0	2,868	19 6				
New Yorker	2,318	0 0	3,289	19 11				
<b>CITROËN</b>								
2 c.v. ...	398	0 0	564	19 2				
Light 15	685	0 0	971	10 10				
Big 15	740	0 0	1,049	9 2				
Six	1,040	0 0	1,491	9 2				
<b>DAIMLER</b>								
Conquest	1,066	0 0	1,511	5 10				
Coupe...	1,225	0 0	1,736	10 10				
Roadster	1,180	0 0	1,672	15 10				
Hard top roadster	1,235	0 0	1,750	14 2				
Century	1,172	0 0	1,661	9 2				
3½-litre Regency	1,640	0 0	2,324	9 10				
Sportsman's saloon	1,870	0 0	2,650	5 10				
4½-litre Regency	1,960	0 0	2,777	15 10				
Sportsman's saloon	2,190	0 0	3,103	12 6				
Regina Hooper limousine								
... ***	4,385	0 0	6,213	4 2				
<b>DELLLOW</b>								
Mark HB Two-seater	448	0 0	635	15 10				
Mark IIC	477	0 0	676	17 6				
Mark V Lightweight 2-seater	542	0 0	768	19 1				
<b>DE SOTO</b>								
Diploma Custom	1,460	0 0	2,070	5 9				
<b>DODGE</b>								
Sonderklasse	669	0 0	948	17 6				
Coupe...	693	0 0	983	6 2				
Cabriolet 2-seater	908	0 0	1,287	9 2				
Cabriolet 4-seater	812	0 0	1,151	9 2				
<b>F.I.A.T.</b>								
500C coupé ...	403	0 0	572	15 0				
Station wagon	478	0 0	679	0 10				
New 1100	563	10 0	799	8 2				
1100 TV	750	0 0	1,063	12 6				
1400A	774	0 0	1,097	12 6				
1900A	980	0 0	1,389	9 2				
Full-light saloon	1,385	0 0	1,963	4 2				
<b>FORD (Britain)</b>								
Popular	275	0 0	390	14 2				
Anglia	360	0 0	511	2 6				
Prefect	395	0 0	560	14 2				
Consul	470	0 0	666	19 2				
Convertible	570	0 0	808	12 6				
Zephyr Six	532	0 0	754	15 10				
" Convertible	677	0 0	960	4 4				
Zodiac	600	0 0	851	2 6				
<b>FORD (Canada)</b>								
Customline	1,448	17 6	2,050	0 0				
<b>FRAZER-NASH</b>								
Mark II 2-seater	2,250	0 0	3,188	12 6				
Targa Florio Gran Sport	2,250	0 0	3,188	12 6				
Le Mans coupé	2,250	0 0	3,188	12 6				
Sebring 2-seater	2,500	0 0	3,542	15 10				
Tourist 2-seater	1,950	0 0	2,763	12 6				
<b>HILLMAN</b>								
Minx Special	458	0 0	649	19 2				
Estate Car	540	0 0	766	2 6				
Minx de luxe	480	0 0	681	2 6				
Convertible	520	0 0	737	15 10				
Californian	520	0 0	737	15 10				
Husky	398	0 0	564	19 2				
<b>H.R.G.</b>								
1½-litre 2-seater	995	0 0	1,269	0 10				
<b>HUDSON</b>								
Jet Liner	1,360	0 0	1,927	15 10				
Super Wasp	1,360	0 0	2,310	5 10				
Hornet	1,867	0 0	2,646	0 10				
<b>HUMBER</b>								
Hawk Mark VI	695	0 0	985	14 2				
Touring limousine	775	0 0	1,099	14 2				
Super Snipe Mark IV	985	0 0	1,396	10 10				
Touring limousine	1,065	0 0	1,509	17 6				
<b>JAGUAR</b>								
Mark VII	1,140	0 0	1,616	2 6				
XK 140 2-seater	1,127	0 0	1,586	0 8 4				
D.H. coupé	1,160	0 0	1,644	9 2				
D.H. coupé	1,140	0 0	1,816	2 6				
D-type 2-seater	1,095	0 0	2,085	14 2				
<b>JENSEN</b>								
Interceptor	1,700	0 0	2,409	9 2				
Model 541	1,285	0 0	1,821	10 5				
<b>KAISER</b>								
Special 4-door			—		2,250	0 0		
Manhattan 4-door			—		2,460	0 0		
<b>KIEFT</b>								
Sports 2-seater	1,100	0 0	1,559	9 2				
<b>LAGONDA</b>								
Two-door	2,260	0 0	3,202	15 10				
Four-door	2,400	0 0	3,401	2 6				
D.H. coupé	2,400	0 0	3,401	2 6				
<b>LANCHESTER</b>								
Sprite ...	760	0 0	1,077	15 10				
Appia ...	1,250	0 0	1,771	19 2				
Aurelia, Series II	1,380	0 0	1,601	19 2				
Aurelia Gran Turismo	2,020	0 0	2,862	15 10				
2500	2,450	0 0	3,471	19 2				
<b>LEA-FRANCIS</b>								
Fourteen	1,130	0 0	1,601	19 2				
Estate car	1,130	0 0	1,601	19 2				
Eighteen	1,380	0 0	1,956	2 6				
2½-litre Sports	1,240	0 0	1,757	15 10				
<b>LINCOLN</b>								
Capri Fordin	2,375	0 0	3,479	0 0				
<b>MERCEDES-BENZ</b>								
180	1,195	0 0	1,694	0 10				
180D (diesel)	1,260	0 0	1,796	2 6				
220	1,427	0 0	2,022	14 2				
220a	1,498	0 0	2,123	8 3				
300b	2,329	0 0	3,300	10 10				
300S	3,902	0 0	5,528	19 2				
300SL	3,100	0 0	4,392	15 10				
<b>MERCURY</b>								
V8 Monterey Fordin	1,806	0 0	2,605	14 5				
<b>M.G.</b>								
TF Midget 2-seater	550	0 0	780	5 10				
Magnette	645	0 0	914	17 6				
<b>MORGAN</b>								
Two-seater (TR2)	595	0 0	844	0 10				
Two-seater (Vanguard)	555	0 0	787	7 6				
Four-seater	580							

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**1<sup>ST</sup>**

**STANDARD**

J. H. RAY

**3<sup>RD</sup>**

**STANDARD**

W. K. RICHARDSON

**THE TEAM AWARD  
STANDARD**

J. H. RAY

W. K. RICHARDSON

J. H. B. DICKSON

**CLASS 3**

**1<sup>ST</sup> M.G.** G. HOLT

**3<sup>RD</sup> M.G.** G. B. WHITEAWAY

**CLASS 5**

**STANDARD**

J. H. RAY

**2<sup>ND</sup> STANDARD**

W. K. RICHARDSON

**CLASS 8**

**1<sup>ST</sup> M.G.** C. SHOVE



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INDIA make both Regular and Tubeless tyres — each the same high quality.

# THE SPORT

by

J. A. COOPER

**T**HE 1955 edition of the R.A.C. Rally has certainly given much food for thought, both to its organizers and to everyone with any connection with or interest in the future of rallies on a large scale in this country. In spite of the troubles which cropped up during the event—some, but not all, of which were the fault of the weather conditions—the result would appear to be a fair and equitable one, and young Jimmy Ray is undoubtedly to be congratulated on his success, which underlines his position as B.T.D.A. rally champion during the past two seasons. Nobody, also, could be surprised at the winning of the ladies' award by Miss Sheila Van Damm, who goes from strength to strength; indeed, before long she and Mrs. Anne Hall will probably win one of these events outright—and where shall we poor males be then?

The products of the Standard organization certainly had a field day, with the first three places, two class wins, the team prize and one of the starting control awards to their credit. Their successes emphasize their progress in competitions during the last year or two, owed in no small degree to the work of W. K. Richardson. Incidentally, not many competitors can have experienced the surprise of H. E. Rumsey (the second place winner) when he discovered during the Welsh section that one control was almost literally on his own doorstep!

The rally organization—admittedly highly stressed—suffered severe setbacks, and it was only the truly heroic endurance of the results party which prevented a complete debacle at the end of it all. So much for the bouquets (although many more could be fairly awarded); now for the brickbats. First of all, the composition of the rally, and the reasons for some of the troubles which arose.

**T**HE complicated layout of the rally was perhaps over-ambitious, comprising as it did four special road stages of different types, and eleven equally variant special tests. One point which immediately arises is this: is it fair, in an international rally counting towards the European touring championship, to include sections involving the use of map references on the peculiarly British grid system—especially when none of the regulations or instructions are printed in any other language than English? The Tulip Rally organizers are really the only people so far who have produced a route card, largely diagrammatic, understandable

by competitors of all nations. But all this is something of a red herring, for it did not delay the rally or affect the working out of results.

One major cause of delay was, of course, the severe weather, which resulted in so much icing on the Welsh roads and considerable consequent trouble. This was aggravated by the fact that on this stage competitors were following a route card, and therefore were forced to take certain roads—they could not, except in one or two obvious cases, short circuit or find alternative routes, for they did not know where they were going, and it is not easy to work out the route on a map from a route card. The weather was also responsible for the delays which developed at Hard Knott, in the Lake District.

The working out of the results, however, was affected most by difficulties with the special timing clocks, some of which seemed to be affected by the extreme cold, while others were wrongly set so that the resultant time stamps were in the wrong place in the road book, and in some cases superimposed on earlier times.

**A**NOTHER cause of a good deal of baulking and trouble appeared to be the fact that in the West Country stage competitors were to be found travelling in both directions on narrow roads near controls; this had been effectively avoided in the Yorkshire stage (both these stages working from map references) by pairs of grid references in sequence, ensuring that controls were always approached from one direction. Some criticism could also, perhaps, be made of the roughness of some of the roads in the West Country stage. On the other hand, the Yorkshire route took competitors through quite large towns at dead of night in a great hurry; not a good idea, for there are

## RALLY AFTERTHOUGHTS

### SILVERSTONE IN MAY

### SEBRING DOUBTS

always some who will be carried away and not exercise the desirable degree of restraint.

**W**HAT is the sum total of all this—and, more important still, what is the answer? To start with, there was insufficient margin for the organizers to cope with all eventualities and emergencies. The organization of a big rally like this is a most complex and difficult job; in fact, it could well occupy the minds of the relevant R.A.C. personnel from now until next year. The resources and permanent staff of the competitions department do not permit this to be done, with all their other problems; much of the work has to be delegated to outside and voluntary helpers. In the circumstances, it is remarkable that so much success is achieved; in the running of this year's rally, 95 controls and 381 officials were involved—and they cannot all be fully qualified and competent to take snap decisions.

Therefore, it would seem that the R.A.C. has two courses open to it, if trouble is to be avoided in future. One is to simplify the rally considerably, to enable more of its organization to be under the direct control of the personnel primarily responsible. The other would be to delegate the organization of the entire rally to another club, possessed already of the nucleus of a working organization in connection with its own events, in the manner already successfully employed in connection with the British G.P. and the Tourist Trophy races; perhaps two or three clubs could be jointly entrusted with the task, though this has obvious snags. But in either case, more thought must be given to the detail organization, well in advance of the date fixed for next year's event.



Centre of interest at Hastings: the battered Ford Zephyr of Sydney and Leslie Allard, which not only kept going throughout the R.A.C. Rally but also took second place in its class

## THE SPORT

These suggestions are not made in any carping spirit; I feel only too anxious that the R.A.C. Rally should maintain the high reputation which it built up—after a poor post-war restart—to last year's example, which was excellent. But, although on reflection and after a night's rest most of the competitors this year agreed that they had enjoyed themselves and that it had been in basic essentials a good rally, there were too many avoidable troubles for no criticisms to be made.

THE first international race meeting at Silverstone this year will be, as usual, the B.R.D.C. meeting on May 7, sponsored by the *Daily Express*. The programme will comprise a production touring car race, a production sports car race, a formula 3 race and the formula 1 International Trophy race—the main event.

Regulations are now available from the B.R.D.C., 4, Park Lane, London, W.I. The touring and sports car events will each be divided into four capacity classes: up to 1,500 c.c., 1,501 to 2,000 c.c., 2,001 to 3,000 c.c., and over 3,000 c.c.; the former will be run over 25 laps (75 miles), the latter over 40 laps (120 miles). Formula 3 cars will compete over 17 laps (51 miles), while the main event will depart from its previous heats-and-final form this year and become a straightforward single race over 60 laps (180 miles). Entries close on April 11.

Admission for spectators is bookable in advance from the Trophy Office, *Daily Express*, Fleet Street, London, E.C.4. Seats in the pits grandstand cost 30s each, while those in the South and Abbey stands cost 25s each (grandstand car park 10s). Enclosure admission for a car, complete with all passengers, costs 25s; individual admission costs 6s, motor cycle parking 2s 6d, bicycles 1s.

This is always a major race meeting in

## COMING SHORTLY

- MARCH 17-20.—Lyon-Charbonnières rally, France.  
 18.—Oxford M.C. Annual dinner and dance, Randolph Hotel, Oxford.  
 19.—500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield, County Down, Northern Ireland. 2 p.m.  
 19.—Circle C.C. Touring Trial.  
 19.—South Essex C.C. Night navigation trial.  
 19-20.—Brighton and Hove M.C. Spring Rally.  
 19-20.—Renault O.C. Night navigation trial.  
 20.—Cochrane G.P., Morocco.  
 20.—Syracuse G.P., Sicily.  
 20.—Wolverhampton and South Staffs C.C. Spring Trial, Staffordshire Tyre Co., Chapel Ash, Wolverhampton. 1.30 p.m.  
 20.—Warrington and District M.C. Dafodil Rally.  
 20.—Hants and Berks M.C. Blackwater Trial, The Five Horseshoes, Remenham, Berkshire. 1 p.m.  
 20.—Seven-Fifty M.C. Alcomers' Trial.  
 20.—Incorporated Auctioneers' C.C. Competitive run, Keston Ponds car park, near Hayes, Kent. 2 p.m.  
 20.—M.G. Car Club (S.W. Centre). Sanctuary Trophy Navigation Rally.  
 20.—Eastern Counties M.C. Miniature Rally.  
 20.—Leicestershire C.C. Browett Trophy sporting trial.  
 20.—Morecombe C.C. Driving test rally.  
 22.—O.R.M.A. Film show, Town Hall, Kensington High Street, London, W.8. 8 p.m.  
 25-26.—Eight Clubs Eastbourne Rally, starting from Warwick, Luton and Viginia Water, 9 p.m.

## continued

the calendar; it is too early yet to forecast the strength of the Continental entry, but Ferrari has already signified his intention of sending over three Grand Prix cars to be driven by Farina, Trintignant and Schell, with the possibility of fourth for Gonzalez; the last-named is at present none too fit and undergoing treatment for a spinal injury (perhaps a hangover from his Tourist Trophy crash). Schell, incidentally, has now signed with Ferrari as a member of the official team for 1955; a reward for his efforts during the past year, in which he has shown a noticeable improvement as a driver.

was forced to make a pit stop during the last hour. The 3-litre Type 750S Ferrari driven by Phil Hill and Carroll Shelby gradually caught up, and was first announced as the winner; then, as a result of a protest by Cunningham, the Jaguar was placed first in the provisional results. However, the Ferrari's entrant, Allen Guiberson, then entered a further protest, and at the time of going to press no definite decision had been reached. Two of the new 3-litre Maserati sports cars finished third and fourth, while Moss and Macklin took sixth place with the Austin-Healey 100S—a good effort against such opposition.

**PROVISIONAL RESULT** (race duration 12 hours)  
 1. 1. J. P. Hill and C. S. Schell, 7. M. Hawthorn, 185 laps of 5.2-mile circuit, 79.4 m.p.h.  
 2. Ferrari (C. Sheby and P. Hill), 183 laps. 3. Maserati (W. Spear and S. Johnston), 179; 4. Maserati (G. Valenzano and C. Perdisa), 179; 5. Ferrari (P. Taruffi and H. Schell), 176; 6. Austin-Healey (S. Moss and L. Macklin), 177.

**REGULATIONS** have been issued for the Circuit of Ireland Trial to be held at Easter, starting on Good Friday in Belfast and Dublin, and finishing at Bangor, Co. Down, on Easter Tuesday. For the first time, recognition is to be given to the part taken by navigators in the trial, which covers 1,000 miles of varying roads; the navigator of the winning car will receive a replica of the award given to the winner. Competitors will stay at Killarney on Easter Saturday and Sunday nights; the Sunday route will be secret until the departure time. On Monday night a halt will be made at Belfast before going on to Bangor. There will be nine driving tests in all; these include a speed hill climb and four laps of a circuit. All enquiries to the Ulster A.C., Donegall Chambers, Donegall Place, Belfast, Northern Ireland.

THE 12-hour sports car race at Sebring was marred by some confusion in the lap scoring, which resulted in protest and counter-protest as to who had actually won. Briggs Cunningham's D-type Jaguar, driven by Phil Walters and Mike Hawthorn, led for most of the race, but

I WAS sorry to hear of the death last week of C. V. Wells; he was a great enthusiast, and for many years was secretary of the N.W.L.M.C. (now the London M.C.). In addition, he was on the committee of the Riley M.C. and the M.C.C.; since the late nineteen-twenties, he had been actively connected with the sport, in later years as one of the army of active behind-the-scenes workers on whom so much of its success depends. He acted as steward at a Riley M.C. event as recently as February 19.

## CLUB NEWS

**GUERNSEY M.C. and C.C.**—The club's annual rally was held recently over a course that had to be concentrated into a small area—Guernsey is only  $9\frac{1}{2}$  miles long and 7 miles wide. Numerous natural hazards faced the 31 competitors, among them being a huge wave which swept over a sea wall, engulfing an open car and breaking the windscreens. The event was held over a period of three days, and the course included muddy lanes and rough roads; these, and the island's speed limit of 35 m.p.h., kept the scheduled average speed down to 12 m.p.h. for one section. Results are as follows:

**Best small car:** Austin Seven (J. De la Mare). **Best under 12 h.p.:** Morris (B. W. Rabey). **Best over 12 h.p.:** Hillman (D. Duquemin). **Best open car:** M.G. (D. Jory).

**BLACKBURN WELFARE M.C.**—April 3 (not Easter, as was intended earlier) is the date for the first race meeting of the year at Brough aerodrome. Racing will begin at 1 p.m. An excellent entry has been received for the 500 c.c. class, among them being Cooper works entries (I. L. Bueb and J. Russell), Dora Parker, E. Lewis-Evans, and so on. Details (entries have closed) are available from the secretary and treasurer, J. Barker, A.M.W.I., Welfare Department, Blackburn and General Aircraft, Ltd., Brough, Yorkshire.

**B.R.S.C.C.**—There will be a social evening held by the north-western centre on Sunday, March 20, and an informal dance on Wednesday, March 23. The rally will start and finish at the Deanwater Hotel and Country Club, Woodford, Cheshire. Members of the centre will be marshals for the British Empire Trophy race at Oulton Park on April 2. The centre secretary is A. E. Grimes, Manor House Cottage, Prestbury, Cheshire.

**BURNHAM-ON-SEA M.C.**—The Wessex Rally will be held on March 26 and 27, and details are available from the secretary of the event, John Buncombe, 2, Grove Road, Burnham-on-Sea, Somerset. Members of the following clubs have been invited: Bristol M.C. and L.C.C., Exmoor M.C., M.G.C.C. (South-Western centre), North Devon M.C., Taunton M.C., Torbay M.C., and Yeovil



— 2,000 MILES INTERNATIONAL RALLY —

## STANDARD TEN

**1<sup>ST</sup>**  
J. H. RAY

**TRIUMPH T.R.2**

**2<sup>ND</sup>**  
H. E. RUMSEY

## STANDARD TEN

**3<sup>RD</sup>**  
W. K. RICHARDSON

**STANDARD TEN ALSO WINS TEAM PRIZE**

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**CLASS AWARDS**

*Class 1—1st MORRIS (K. N. Ballisat)*

*Class 3—1st M.G. (G. Holt)*

*Class 5—1st STANDARD (J. H. Ray)*

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Competitors wait for the starting signal in the Guernsey M.C. and C.C. rally held recently. The buildings in the background are a heritage from the German occupation

## CLUB NEWS . . .

continued

**C.C.** There will be three starting points at Bristol, Burnham-on-Sea and Exeter, and the road section will finish at Burnham-on-Sea after a course of about 250 miles has been completed.

**Horsham and D.M.C. and L.C.C.**—At the recent annual general meeting E. G. Smith, 20, Guildford Road, Horsham, Sussex, was re-elected honorary general secretary. A motion was also carried that six different members of the club should be invited to each committee meeting, to give the average club member an opportunity of seeing how the club is run.

**Caernarvonshire and Anglesey M.C.**—Drivers had to do some of the navigating in the Farmyard Frolic night navigation run which was held on Saturday, March 5. At the start navigators were herded into a small boat and taken across the Menai Strait to a remote jetty, to which drivers had to navigate themselves on a journey of about eight miles. Thereafter the event was more straightforward, taking cars through winding lanes, cart tracks and farmyards in Anglesey. There were several tests en route. The outright winner, and winner of the Regent Trophy, was the Renault 750 of J. Blackstone and J. S. Williams. The ladies' prize went to a Morris Minor entered by Miss H. Boswell and Miss N. Wynne-Griffith. First-class awards were won by the Ford Popular of E. A. Vernon and F. W. Gray, and the Volkswagen of W. N. Owen and J. A. Hughes.

**Ruislip and D.M.C.**—Following a spell of arctic weather, this newly formed club was lucky in having a brilliant afternoon for its first event, which was held on February 27. The event took the form of a cross-country navigation test, which had to be completed with the minimum mileage. The winner was the M.G. of L. Prior.

**Public Schools M.C.**—At the recent annual general meeting P. Fotheringham-Parker was elected president, and M. F. Ellis has taken over chairmanship following the resignation of D. Wilkinson. The secretary is now E. D. Stannard, 33, Carnaby Street, London, W.I. The club will run its second annual Chiltern rally on Sunday, March 27. It will be open to club members only, and will consist of a navigational section of about 125 miles, part of it being a regularity section. Driving tests will also be included. Secretary of the meeting is G. H. Emery, 10, Stanhope Road, Highgate, London, N.6.

**Romford Enthusiasts C.C.**—R.A.C. affiliation has been received for this club, and the first rally since this occasion was held recently and was well attended. After a

daytime run, a night navigation section followed. The winner was the Sunbeam-Talbot of G. Hill, with an M.G. in second place driven by Miss Iris Woollard. On March 6 the club visited the police driving school at Chelmsford, Essex.

**Southern Jowett C.C.**—The club's first event of the season will be held on Sunday, March 27. This will be a fairly straightforward event in which navigation will be easy. The start will be from the Chertsey Bridge Hotel, Chertsey, Surrey, at 10.30 a.m., and further particulars may be obtained from C. E. Piper, 10, Orchard Avenue, Thames Ditton, Surrey.

**United Hospitals and University of London M.C.**—At the annual general meeting held on February 25, J. D. Nelms was elected chairman, and Mrs. B. H. Nelms honorary secretary. The new address of the secretary is 10, Stamford Brook Road, London, W.6, telephone Victoria 5472.

**Lancashire and Cheshire C.C.**—The fourteenth Derbyshire Trial, a qualifying event for the R.A.C. Championship and the B.T.D.A. Gold Star, will be held on Sunday, April 24, starting and finishing at the New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbyshire. The event is open to members of the London M.C., Sunbac, Hagley and D.L.C.C., North Midlands M.C., Sheffield and Hallamshire M.C., Lancashire A.C., Yorkshire S.C.C. and the organizing club, and to all registered entrants in the R.A.C. Championship. Secretary of the meeting is J. A. Sivey, 7, Brookfield Crescent, Cheadle, Cheshire.

**Sevenoaks and D.M.C.**—The March Rally, which is closed to members, will be held this Sunday, March 20. The course will be over approximately 125 miles of surfaced roads, divided into five sections, and the first competitors will leave the Odeon car park, Sevenoaks, at 11.1 a.m. Secretary of the meeting is I. H. Tyrrell, "Pipers Croft," Brittnalls Lane, Sevenoaks, Kent. There will be a film show at Blight's Hotel, Sevenoaks, on March 28, commencing 8 p.m.

**B.A.R.C.**—The ninth Brunton hill-climb will be held on Sunday, April 3. There are five invited clubs: West Hants and Dorset C.C., 750 M.C., Gosport A.C., Southsea M.C. and B.R.S.C.C. The North Devon rally will take place on March 21 and 22 over a course about 500 miles long, and it will take competitors through beautiful country. There will be tests on private land en route. There are seven invited clubs: London M.C., Taunton M.C., West Hants and Dorset C.C., Combined Universities M.C., Gosport A.C., Southsea M.C., and Hants and Berks M.C.

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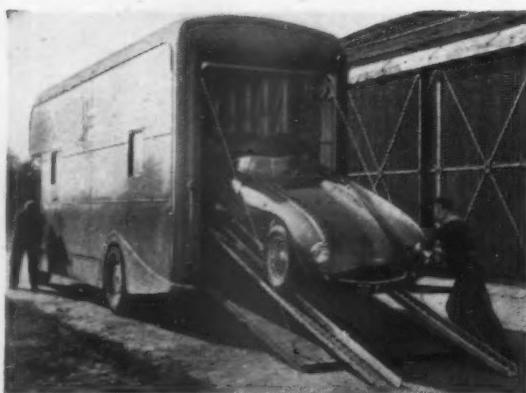
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The David Brown stable on wheels is this new sports car transporter, which is seen being loaded for its maiden journey to the Geneva Show. It carries a 1905 Lagonda tricar, an Aston Martin DB2-4 drophead coupé and the latest DB3S competition car. First Continental race at which it will be seen will be the Mille Miglia. Team driver Peter Collins is shown at the controls of the transporter

## IN BRIEF

Mr. R. L. White has been appointed managing director of Mayford Motors, Ltd., Mayford, Woking, Surrey. He succeeds Mr. L. Potter.

Mr. James Watt, sales manager of the car division of the Bristol Aeroplane Co., Ltd., is setting out on a world sales tour after the Geneva Show. The tour will last just over six weeks.

On March 14, Jenolite, Ltd., the manufacturers of anti-corrosion and other industrial chemicals, moved to new premises at 13-17, Rathbone Street, London, W.1. The telephone number is now Museum 5411.

Net profit for the year of Desoutter Brothers (Holdings) Ltd., of Baker Street, London, was £228,321, compared with £127,938 in the previous year. A final dividend of 15 per cent, making a total of 25 per cent for the year, is recommended.

Dr. Allan C. Waine, research director of the Triplex Safety Glass Co., Ltd., left recently for Toledo, Ohio, where he is to study American methods of making curved safety glass for the latest wrap-round windscreens and rear windows of cars.

Mr. C. R. Young, assistant to the refinery manager at the Fawley refinery of the Esso Petroleum Co., Ltd., has won the Bessemer Award of the Society of Engineers for one of the outstanding papers presented to the Society during 1954. Mr. Young delivered a paper called "Progress in Petroleum Refining" on March 1, 1954.

Sir Graham Cunningham, chairman and managing director of the Triplex Safety Glass Co., Ltd., has accepted the presidency of the Horsham and District rally to be held on May 14. Sir John Black has agreed to be vice-president. The rally is organized by the local road safety committee, with the support of the West Sussex Constabulary.

The Trico mobile exhibition stand, which is at present displaying car accessories at Trico-Folberth, Ltd., of Brentford, Middlesex, at the Geneva Show, will be at Turin from April 20 to May 1; the British Industries Fair at Birmingham, May 2-13; Frankfurt, September 22-



October 2; Paris, October 6-16; Earls Court, London, October 19-29; and Glasgow, November 11-19.

H. A. Fox and Co., Ltd., 3-5, Burlington Gardens, Old Bond Street, London, W.1, retailers of Rolls-Royce and Bentley cars and agents for a number of other makes, have acquired the firm of W. M. Park (Coachbuilders), Ltd., Mortlake Road, Kew, Surrey.

Detailed information about car manufacturers and assembly plants in Europe, the United States, Canada, Japan and Australia, as well as specifications of the chief vehicle makes of each country, are given in a book published by the Bureau Permanent International des Constructeurs d'Automobiles, whose address is 2, Rue de Presbourg, Paris, 8, France. The fourth edition of this work—entitled *Reperoire International de l'Industrie Automobile*—is available in France at a cost of 1,500 francs plus postage.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17065. Back Number Required.

"C.A.S.—The Autocar for November 28, 1952.

No. 17066. 1934 Triumph Ten. "J.K.O."—All possible information and handbook. Also, are spare parts available?

No. 17067. 1936 2½-litre S.S. Jaguar.

"W.S.S."—All available information, catalogue, handbook or workshop manual.

No. 17068. Handbooks Required.

"A.C."—1931 Singer Junior.

"K.H."—1932 Singer Junior.

"A.B.G."—1940 3-litre Sunbeam-Talbot; also a workshop manual.



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### CLASS 9.

FIRST: H. E. RUMSEY driving a TRIUMPH T.R.2. fitted with the LAYCOCK - DE NORMANVILLE OVERDRIVE.

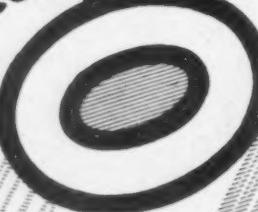
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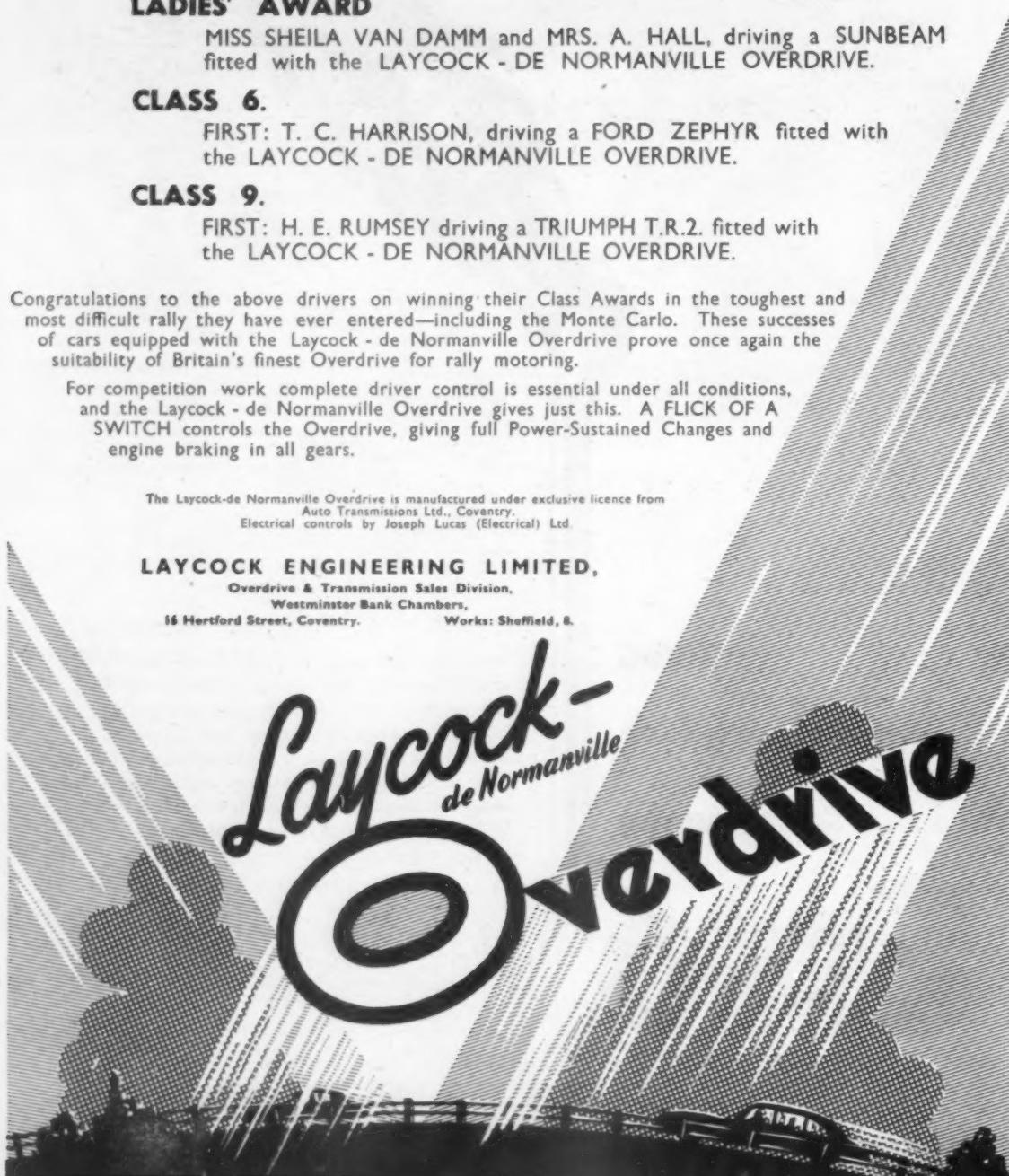
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1954 FORD "Consul" saloon, fawn, heater, 6,000 miles only .....	£675	1954 STANDARD "Vanguard" Phase II saloon, green, heater, leather, 10,000 miles .....	£695
1954 HILLMAN "Minx" Californian hard-top, duo-green, heater, 5,000 miles .....	£735	1954 SUNBEAM-TALBOT "90" Mk. IIA saloon, Alpine mist, 1,900 miles only .....	£1,045
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<b>CAMBRIDGE</b> Welch's Garage (Stapleford) Ltd., London Road, Stapleford. Phone: Shelford 2276	<b>GUILDFORD</b> , Surrey E. J. Baker & Co. (Dorking) Ltd., 190, High Street. Phone: Guildford 3281	<b>LUTON</b> , Beds Flowness Ltd., Kitchin Road. Phone: 2226	<b>PUTNEY</b> , S.W.15 Danson Garage, West Hill. Phone: Putney 0386/8575	<b>WIMBLEDON</b> , S.W.19 Broadway Motor Co., 3/13, Russell Rd., 48/50, Hartfield Rd. Phone: Liberty 2494-5-6
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We urgently require good class cars for cash.

1954 FORD Consul, fast, leather, radio, heater, oil  
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1953 AUSTIN A.40 saloon, grey with blue leather,  
immaculate, low mileage.  
1954 MORRIS Minor saloon, grey with red leather,  
unmarked.  
1950 1951 Morris ANGLIA new type, blue, blue interior,  
heater, low mileage, one owner.  
1954 MORRIS Minor convertible, grey with red  
leather, low mileage, heater.  
1952 STANDARD Vanguard, beige with leather,  
one owner, very clean.  
1951 WOLSELEY 6.80, metallic green, green leather,  
radio, heater, an outstanding car, carefully serviced.  
1953 FORD Prefect, green, immaculate, roof rack,  
fly windows.  
1954 FORD Popular 6,000 miles only, beige with red  
leather, unmarked.  
1953 FORD Anglia, black, brown upholstery, genuine  
low mileage car.  
1950 (Oct.) AUSTIN Big 7 4-door saloon, 6-lit., beauti-  
ful condition.

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Several new models available from stock. Phone for details.

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1954 Series JAGUAR Mark VII saloon,	
pastel blue, 13,000 miles. Almost	41,145
unmarked	
1954 (Sept.) MORRIS Oxford, black,	
spotlight, 2,000 miles. Equal to new	698
1953 WOLSELEY 4/44, heater, well	
maintained, 15,000 miles. Excellent	695
1954 FORD Consul, black, red leather,	
heater, 18,000 miles, unscratched...	598
1951 AUSTIN A.90 Atlantic saloon,	
numerous extras, 31,000 miles.	
Magnificent car	495

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For favourable delivery quote of the  
NEW MODEL "600"

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**CAR SALES**

OF 66/10, COMMERCIAL ROAD, SOUTHAMPTON, OFFER  
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AT COMPETITIVE RATES. TELEPHONE SOUTHAMPTON  
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EVERY CAR OVER £100 WITH FULL 8 MONTHS GUARANTEE  
ON ALL CARS.

1954 (Nov.) Bedford Utility Van, 4,000 miles only.  
1953 Bedford "Renett" Utecom. Silver/Grey/Red.  
One owner. 12 miles.  
Austin A.40 Countryman. Bottle Green/Brown  
Miles. Immaculate.  
1951 Hillman Estate Car. Two tone Green/Brown.  
Immaculate.  
Standard Vanguard Est. Car. Steel Grey/Red kids  
Austin A.40 Shooting Brake. (New soft body).  
Immaculate.

**QUALITY CARS**  
1954 (Aug.) Armstrong Siddeley Sapphire Saloon. Two  
tones Elephant Grey and Dove Grey/Red hide.  
Radio and heater. Taxed year. 5,000 miles.  
1948 (July) Hillman Minx. 4-door. 1.5 litre. Blue/  
Grey hide. Radio and heater. 44,000 miles.  
Three owners. Chaffeur driven. Full history. A  
magnificent specimen of this attractive model.  
1953 Lagonda V Twelve. Medium chassis. Saloon or  
ville. Black/Pinkie. Full history. Carefully used  
and maintained.

**AMERICAN AUTOS**  
1949 Nash "Ambassador" "600" E.H.D. 4-door  
Sedan. Two tone polychromatic Grey/Brown hide.  
New H.M.V. radio, heater. Immaculate. New tyres  
1949 (July) Hudson "Super Six" E.H.D. 4-door  
Sedan. Two cellulose Grey and Black/Candy  
stripe upholstery. Radio and heater. Immaculate.  
1949 Ford Mercury L.H.D. 4-door Sedan. Poly-  
chrom. Grey Cloth. Record engine. Immac.  
1949 (July) Lincoln 4-door Sedan. Polychromatic  
Blue/Grey cloth. Loose covers. Heater. Fitted  
with reconditioned engine.

**AUSTINS**  
1954 A.39 Saloon. Beige/Brown. One owner.  
1953 A.39 4-door Saloon. Grey/Red. Heater.  
Taxed. 5,000 miles. One owner.  
1952 A.75 "Herald" Sal. Grey/Brown hide. Heater.  
One owner. Taxed year.  
1951 (July) A.40 de Luxe Saloon. Grey/Brown hide.  
One owner. Taxed year.  
1950 A.40 Saloon. Heater. Taxed. Chamois Green/  
Beige.

**HILLMAN**  
1953 Minx O.H.V. Black/Beige. Works mileage.  
1953 Minx Convertible. Green/Beige hide. Heater.  
Taxed year. 31,000 miles.  
1952 Minx Convertible. Beige/Red hide. 16,000 miles.  
One lady owner.

**THREE QUARTERS**  
1953 Mayflower. Black/Red. One owner.  
1951 "Eanova" Sal. Black/Beige hide. Hr. Immac.

**HUMBER**  
1954 Hawk 6 Sal. Green/Brown hide. Hr. One  
owner. Overdrive. 4,000 m. (Costine 41,170)

**SPORTS TYPES** SALOON AND CONVERTIBLES

1952 Sunbeam Alpine. Taxed "90" Saloon. Gunmetal  
Grey/Grey hide. Heater. One owner.

**MORRIS**  
1953 O.H.V. 2-door saloon. Black/Red. Heater.  
Overdrive. 5,000 miles. Taxed year. 4,000 miles.

1952 Minor 1000. 2-door Sal. Grey/Red. One owner.

1951 Minor Saloon. Dorchester Grey/Beige. Re-  
conditioned engine.

**FORDS**  
1954 (June) Zephyr Zodiac. Two tone Grey and Fawn/  
Green hide. Heater. Taxed year. 11,000 miles.

1954 New Anglia Saloon. Blue/Blue. 6,000 m. Taxed year.

1953 Zephyr Saloon. Black/Red. Heater. 27,000 miles.  
One owner.

1953 Anglia Saloon. Black/Brown. 18,000 miles.

**VAUXHALLS**

1955 Velox Saloon. Shamrock Green/Green.  
Heater. Works mileage. Taxed.

1953 (July) Velox sal. Polychrom. Grey/Grey hide. Hr.

1953 Velox saloon. Dual polychromatic Blue/Red hide.  
Radio. One owner.

**STANDARDS**

1953 Vanguard Sal. Blue/Blue. 16,000 m. Taxed yr.

1950 Vanguard sal. Polychrom. Green/Green. Hr.

1949 Vanguard Saloon. Polychrom. Green/Green.  
Overdrive. Heater. One family from new.

**PART EXCHANGE WELCOMED** OUTSTANDING  
PURCHASE ACCOUNTS SETTLED. REMEMBER  
SATISFACTION COMPLETES SALE AT SIDFORDS.

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**JARVIS for**  
Guaranteed conditioned  
**USED CARS**

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Used private purposes only. Price £675.

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In black. Ride control. Two owners. Good  
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**DAIMLER Conquest Century**, cream and  
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**WOLSELEY 4/44**, grey with red hide uphol-  
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1953 FORD Zephyr saloon, green, heater, one  
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'52 AUSTIN A.70 sal. beige, exsol. con... £275

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'47 MORRIS eight-d.l. 4-dr. black, re-con. eng. £350

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'53 FORD Prefect 4-dr. sal., heater, con... £465

'51 AUSTIN A.40 4-dr. sal., except. con... £515

'52 MINOR 2-dr. sal. Grey £475

'47 STANDARD 8 3.l. open, except. con... £295

'52 FORD Anglia sal. Black £285

'47 WOLSELEY 4-dr. £300

'54 STANDARD 8 4-dr. sal. Green, fitted radio, hthr., lthr., 9,000 miles. £400

**LEX**  
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'51 VANGUARD sal. htr. black, spotless. £465

'52 TRIUMPH Mayflower sal. htr., immac. £525

'49 FORD Pilot sal. htr., htr., rad., ex. cond. £235

'49 FORD 5 cwt. Van. £195

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'52 CITROEN Light "15" sal., excellent cond. £505

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'50 CITROEN Light "15" sal., except. cond. £465

'52 HILLMAN Minx, radio, htr., many extras. £395

'46 AUSTIN 10 sal., except. cond. £385

'51 AUSTIN A.40 sal., excellent cond. £495

'51 (Dec.) MORRIS Minor Conv., care, used car £400

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'48 WOLSELEY 12 sal. Tsd. Blk. Immac. con. £575

'51 OXFORD 12 sal. htr., spotless. £485

(incl.) AUSTIN 10 sal. 4-dr. except. cond. £285

'47 FORD Anglia sal. except. con. £235

'46 FORD Anglia sal. Black, except. con. £230

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'52 HILLMAN Minx 4-l. coupé, spotless cond. £355

'52 VANGUARD sal. htr., spotless. £525

'52 MORRIS Minor sal., carefully used one. £485

**LEX**  
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'51 H. MORRIS sal. htr., except. con. £480

'52 FORD 10 cwt. Utilitycon, immac. con. £505

'49 H. Oxford, 1 owner sal., except. con. £445

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'53 AUSTIN A.70 sal. Black, small miles. £625

'52 AUSTIN A.40 Boumsted sal. 1-owner. £525

'47 AUSTIN 10 sal. Black, except. con. £325

'53 TRIUMPH Mayflower sal. Blk., htr., radio, except. con. £595

'49 VAUXHALL Velox sal. Black £575

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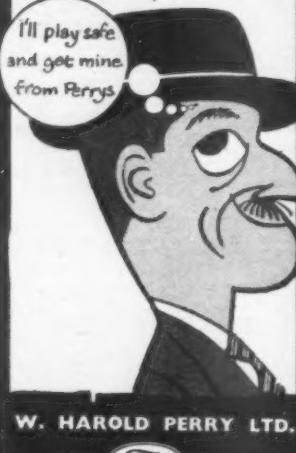
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OPEN 9-7 INCLUDING SATURDAYS.  
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1954 VANGUARD saloon, heater, 12,000 miles, black, as new. £675.

1954 OXFORD saloon, Series II, one owner, low mileage, as new. £725.

1953 WOLSELEY 6/80, radio, heater and spot lamps, 13,000 miles, one owner. £695.

1953 MINOR convertible, one owner, 11,000 miles only. £475.

1952 LAND-ROVER, 11,000 miles, link mats and indicators, a specimen vehicle. £475.

A selection of others in stock.

1952 (Nov.) A.40 SOMERSET, 9,000 miles only, one owner, heater and leather upholstery. £555.

1951 OXFORD, moderate mileage, heater. £475.

1951 ROVER "75" P.4, very good condition, one owner. £795.

1951 JAGUAR XK.120, 9,000 miles only excellent condition. £775.

1948 ROVER "75" sports saloon, radio, etc., excellent condition. £585.

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Established since 1908

**NEW AUSTINS**

A.30 Countryman. A.30 4-door. A.30 Countryman.

IMMEDIATE ORDER ADVISED

1955 AUSTIN A.30 Countryman, green. £1500

1954 MORRIS 4-door sal., little used. £580

1951 MORRIS 2-door sal., wonderfully maintained. £420

1949 MORRIS 8 Series E, black, very sound and clean. £215

1950 MORRIS 8 Series E, really excellent value. £230

1950 MORRIS 10 sal., black, surprising condition. £260

1950 MORRIS 10, a good sound runner. £75

1950 STANDARD 10 sal., scarcely used, as new. £275

1948 STANDARD 8 sal., black, splendid cond. th'out. £285

1949 ROVER 10 sal., magnificent car in every way. £600

1950 RAILTON 10 Special Sports, d/h, unmarked. £250

1950 HILLMAN Minx sal., remarkably sound. £190

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376 & 378 KENSINGTON HIGH STREET,  
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Austin A30 4-door Saloons.

Austin A40 Van, blue.

Daimler Century, duo colour.

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Standard "10" basic and de Luxe.

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1953 Triumph Mayflower Saloon de Luxe, heater, spotlight, mirrors, excellent condition. £525

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Or hired 36 months inc. tax and ins.	£22 10 0
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Or hired 36 months inc. tax and ins.	£30 10 0
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Or hired 36 months inc. tax and ins.	£25 5 0
1951 FORD Anglia	£215 0 0
Or hired 36 months inc. tax and ins.	£475 0 0
1950 VAUXHALL Wyvern	£19 15 0
Or hired 36 months inc. tax and ins.	£350 0 0
1948 FORD Prefect	£15 5 0
Or hired 36 months inc. tax and ins.	£225 0 0
1947 JOWETT Bradford Utility	£10 15 0
Or hired 36 months inc. tax and ins.	£275 0 0
1939 HINGER 10 Saloon	£9 5 0
Or hired 36 months inc. tax and ins.	£150 0 0
1936 MORRIS 10 Saloon	£8 5 0
Or hired 36 months inc. tax and ins.	Deposit £20 returnable. 50 cars in stock. H.P. and other hiring terms arranged.

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Standard Vanguard, heater, black.
Standard 10, heater, black.
NEW Standard 5, heater, black.
Bedford Dormobile, 200 miles, grey.
Austin A.70 Horncastle, heater, H.E. black.
Vauxhall Velox, radio, heater, black.
Morris Minor 4-door saloon, grey.
Austin A.70 Horncastle, heater, black.
Austin A.70 Horncastle, pick-up, with canopy.
Austin A.40 Somerset, heater, grey.
Triumph Renown, heater, black.
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Standard Super Salope, radio, heater, black.
Austin Sheerline.
Hillman Minx saloon, black.

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FORD Consul Convertible	£509
Standard, Prestige or Antemotus	£509

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Favourable delivery of new Austin and Morris models  
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1954 MORRIS Oxford	£625
1954 AUSTIN A.40	£650
1953 RILEY green, green leather	£250
1951 HUMBER Super Salope, radio, heater	£525
1953 MORRIS Minor saloon (choice of 4) from A.A. Committee, owner	£475

This week's special offer

1953 Mk. VII JAGUAR saloon, can do Nil, very carefully used, many extra incl. Michelin "X" tyres, genuine 14,000 miles, excellent cond. £995 EXCHANGE OR H.P.

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1953 HILLMAN Minx saloon, blue, heater	£550
1951 AUSTIN A.40 saloon, grey, heater	£500
1954 BEDFORD Dormobile, dual blue, many extras, nominal mileage	£775
1949 DAIMLER 2½-litre saloon, heater and radio	£675
1953 (Dec.) FORD Prefect saloon, black	£485
1953 FORD Prefect saloon, black/blue	£510
1950 FORD Zephyr saloon, blue, heater	£575
1954 FORD Zephyr saloon, black/PVC, heater	£725
1954 HILLMAN Minx saloon, black, heater and radio	£650
1952 JAGUAR X.K.120 with modifications, 2-str., black, perfect condition	£725
1953/54 STANDARD Vanguard saloon, blue, Vynide, overdrive, heater, fog lamp	£725
1952 WOLSELEY 6/80 saloon, green, radio, heater, front covers	£615

Full particulars from

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**Recommended**  
**CAR**

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1953 WYVERN, green, one owner	£605
1953 HILLMAN Anniv., black, immac	£595
1953 MAYFLOWER, low mileage, grey	£535
1951 A.40 G.S.3., grey, record, eng.	£485

### FORTUNE GREEN RD., N.W.6, HAM. 2211

1953 MORRIS Oxford, grey rad. and htr	£615
1950 ROVER P.4, grn., rad. and heater	£675
1956 WOLSELEY 14, black, gd. runner	£110
NEW STANDARD 8s and 10s from stock	list

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1951 A.40, htr., eng. over., txd, grey	£495
1953 ZEPHYR, htr., 13hr., grey, 14,000	£625
1954 VELOX, black, htr., cyrs., one owner	£675

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**Britain's largest  
Garage Group**

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# The Autocar

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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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**£625** The finest and most beautiful 1951 A.C. sports saloon he have ever had; 5 months guarantee; hire purchase exchanges. [C2052]

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 123, High St., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**1951** A.C. saloon, beige, red leather, immaculate, many extras, Michelin X tyres. £650. Waugh, College Ave, Maidstone, Tel. 2154. [C2059]

**CAR'S CORNER**, 102, 103, A.C. saloon, unbeschmiede genuine 24,000 miles, one owner, £755; written guarantee—5, Warren St., W.I. Euston 4110. [C1040]

**1951** A.C. 2-litre saloon, radio heater, magnificent condition, one owner, £815. [C1041] TOWTHORPE MOTORS, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.

**1949** A.C. 2-litre saloon, black, one owner, £475. SWANMORE GARAGE, Ltd., A.C. distributors, 1176-1180, Chelmsford Rd., Boscombe, E. Bournemouth. Tel. Southbourne 43544. [C4024]

**JACK ROSE**, Ltd., offer—1950 (September) A.C. saloon, one owner, heater an outstanding example of this famous make. £875.—Stanford Rd., Wallington, Surrey. Tel. Wallington 2376. [C2056]

**A.C.** 2-door 4-door saloon, first regd. 29.5.53, metallic A, beige, red leather upholstered, fitted H.M.V. radio, heater, Ace Rimbushers, new white-wall tyres, child's occasional seat in front, serviced since new by makers, chauffeur driven, one owner, £800 o.n.o.—Tel. Elgar 5963. [C2053]

### A.C. Cars Wanted

**H. A. SAUNDERS**, Ltd., Golders Green, require:

**A.C.** cars for cash—140-144, Golders Green Rd. [W404]

**WANTED**, 1952-4 A.C. saloon, must be genuine low mileage; private buyer—Mitcam 5886. [C704]

**XXX** Excellent cash prices paid for good A.C. cars—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**ROWLAND SMITH**, the Car Buyers—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**A.C.** 2-litre saloon wanted, about 1951 but would consider earlier or later one if in good order. SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 43544.) [W4024]

### ALFA-ROMEO

**1952** model 190A Alfa-Romeo saloon, radio, condition maintained at high level by T. & T.; £1,395.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent, Bayswater, W.1. [C4036]

**Alfa-Romeo Cars Wanted**

**BARTLETT** will pay more for good Alfa-Romeos—27, Fernside Villas, W.11, Bay. 0525. [W1013]

**ROWLAND SMITH**'s, the Car Buyers—Highest cash prices for Alfa-Romeo—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**CAR'S CORNER** cars usually require a surcharge of 1.750cc 2-seater (in exceptional) and original condition—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045]

**Alfa-Romeo Spares and Service**

**T**HOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Farnborough Rd., Cobham 2848-9. [C1024/R]

### ALLARD

**DICKS**.

**1949** Allard sports saloon, fast and attractive car in red. £365. [C5045]

**DICKS CAR SALES** Ltd., 385-401, High Rd., Kilburn, Middlesex 6000. [C1072]

**£498** Allard sports saloon, 1951, exceptionally good throughout; many others. [C5045]

**ENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) EXCELSIOR, LTD., 10, Clarendon Rd., W.11. Tel. 1717. Please scan page 48. [C3041]

**1948** 4-seater tourer, recceillised 1954, new hood, sidecreens, h.c. heads; £285.—Richards & Carr, Ltd., 35, Kinerton St., S.W.1. Sloane 5401. [C5045]

**DLARDS MOTORS**, Ltd., main Allard distributor, of 43/45, Acer Lane, Brixton, London, S.W.2. Brixton 6431 always have a good selection of used 1953/54 Allards for sale and sale. [C5047/R]

**295** leather, r. good condition; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C5018]

### SALES & WANTS

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Advertisement Form

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### ALLARD

**£425** 1951-1952 Allard P.I. saloon, finished very attractive jewel-like bronze with rich red leather upholstery. Regency tailored seat covers, fog and padded headrests. Large, high capacity interior heater with seven demountable integrated fans with water-mirrors. Flashing trappings, very high standard of performance and most attractively priced.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055]

### Allard Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Allard—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**RICHARDS & CARR**, Ltd., the best Allard buyers—35, Kinerton St., S.W.1. Sloane 5424. [C4018/R]

**GODD** Allard required immediately—G. Edwards Ambury Lane, Harpenden, Herts. Harpenden (W2000)

**ALVIS** models available, demonstration.

**1954** Alvis 21/100 drop head coupe, 4,000 miles.

**1952** Alvis 3-litre saloon, high compression head.

**1952** Alvis 3-litre Tickford coupe, heater.

**BUY** or sell with confidence; guarantees.

**103**, New Bond St., London, W.1. Mayfair 8351. [C1029]

**H. A. SAUNDERS**, Ltd., Golders Green, offer.—

**1936** (June) Alvis 6-cylinder 3½-litre sports saloon, unrepeatable specimen; £285. [C4018/R]

**AUSTIN HOUSE**, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004/R]

**1952** radio heater, many extras; £685. [C4018/R]

**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, B. 574-5. [C4018/R]

**BUYING? Selling?** Performance Cars are your best investment. [C3041]

**1935** Alvis Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., Euston 2387.

**£495**—Alvis 1½-litre 1947 saloon, 4-door, superb condition throughout; many others.

**BENMOTORS**, Ltd., 10, Claremont Rd., Holland Park, London, W.11. Tel. 5056-7. (50 yds. Holland Park Tube.) Exchanges h.p. [C4018/R]

**1934** Alvis Created Eagle Continental tourer, good condition; £295.—Peter Stocker, Harston, Cambridge. Tel. 2610. [C4018/R]

**1938** Alvis 1½-litre drop head coupe, excellent condition; £175.—Wellham Surbiton Hill Rd., Surbiton, 1673. [C4070]

**1952** 1½-litre saloon, 1,700 miles, perfect through-out, black, gold. [C4018/R]

**KINNERTON**, 5, Kinerton St., Sloane 5424. [C4018/R]

**A** LVIS Speed 25 drop head 1937, owner's third Alvis. [C4018/R]

**A** good appearance, well maintained chassis, oil low consumption, normal pressure, brakes recently refined. decocked; £235, seen A.N.O., Ltd., Isleworth.—Apply Mr. Bunn, 10, Old Gloucester Rd., W.11. [C4018/R]

**1939** Alvis 12-70 sports saloon, wood £225. [C4018/R]

**E**ngines Welcomed; terms and exchanges—Roya Auto-mobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Station). Tunbridge Wells 7003 and 8894. [C4018/R]

**A** LVIS Speed 20 (Vauxhall) 1937. [C4018/R]

**A** coupe de luxe, one of 4 in most beautiful condition with special very fast engine, most suitable for rally work; this car is believed to be one of 4 only built with this body; for sale owing to imminent addition to family; price £350. J. Lehman, Kenya, Bungs Lane, Sheringham, Norfolk. Tel. Sheringham 765. [C4018/R]

**Alvis Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**B. J. HUNTER**, Ltd. [C4018/R]

**FOR** your immediate purchase of your Alvis.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5508. [C4018/R]

### MOTORISTS!

ACCOMMODATION—HOTELS  
GUEST HOUSES, ETC. FOR  
BUSINESS OR PLEASURE

See page 94

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Alvis Cars wanted

**H**A. SAUNDERS, Ltd., Golders Green, require—  
**A**LVIS cars for cash.—140-144, Golders Green Rd., N.W.11. Tel. Speedwell 0011. [W4004]  
**A**LVIS 1½-litre 4-door coupe wanted, must be in first-class condition.  
**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [W382]  
**XXX**X Excellent cash prices paid for good Alvis cars.—H. Edwards, 200, Upper High St., Epsom, Surrey. Tel. Epsom 9460. [W2001]  
**G**ATEHOUSE MOTORS require 12/70 coupes and saloons, also 14/57.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4442. [W2021]  
**C**HILTERN CARs urgently require a 5-speed 25 drop head coupe also 12/70 drop head coupes and saloons, in above average condition.—Tia Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060.

## Alvis Spares and Service

**S**ERVICE and spares for Alvis cars.—  
**A**LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-5-4. "Grams: Alviscar, Gold, London."  
**A**ND at Alvis, Ltd., Service Station, Holme End, Coventry. Tel. 5501. "Grams: Alvis, Coventry." [S0391/R]

**C**ARLES FOLLETT, Ltd., Alvis specialists.

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S**pare parts.

**S**ERVICE: Barnards Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R]

**R**INGSTON & THOMAS, Ltd.—Alvis specialists for sales and service.

**G**WILKIN, Ltd., Weston Park and 84, Eden St., Kingston, Kingston 2241. [S4053]

**M**ANCHESTER—Alvis repairers and spares, main

**A**REEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [W655/R]

**L**ANCASHIRE and Cheshire sales, service and spares—specialists, distributors—Parkers, Ltd., Bradshayre, Bolton (3020), and 176, Deansgate, Manchester. [7383/R]

## AMERICAN CARS

**S**IMPSON's offer:—

**RHD** 1952 Buick, radio and heater, all extras.

**RHD** 1946 Ford, radio and heater, flashing signals, all other extras.

**RHD** 1947 Ford, radio and heater, flashing signals, all other extras.

**1950** Chevrolet, colour black, radio and heater, and many other extras.

**1951** Cadillac, series 62, fitted with all extras, radio and heater.

**1952** Pontiac Chieftain 8, radio and heater and other extras.

**1953** Buick Dynaflow, heater, tinted window, fitted with all extras.

**1953** Oldsmobile 88 convertible, radio and heater, flashing signals. Whitewall tyres.

**1954** De Soto Custom built Firedome V.8, every conceivable extra, radio and heater.

**1954** Ford Crestline overdrive, radio, heater, and other extras.

**1954** Lincoln Continental, radio, heater, and other extras.

**SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, 5905.** [C6015]

**A**CRENS offer 1948 Pontiac Silver Streak, grey and chrome. Tinted covers, radio, heater and other extras. Immaculate: £495.

**A**CS AUTOS, Ltd., 10 April 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1000]

**B**RITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars enquire, invited.

**13-14** Grosvenor Garage, Lansdowne Road, London, W.2 (adj.). Leicester Sq. Tube Station). Temple Bar 5568.

**J**O THOMPSON MOTORS, Ltd., offer a selection of late model cars, in excellent condition, at competitive prices as detailed under individual headings.

see also our showroom at 91-95 Fulham Rd., South Kensington, S.W.5. Kensington 4658. [C4028]

**NOV.** 1952 (show model) Nash Ambassador sedans in blue, mileage 30,000 one owner, lavish equipment including overdrive, nylon covers, radio, heater, reclining seats, whitewall tyres. This car is in first-class condition throughout: £1,300 or nearest; part exchanges considered.

**SERVICE MOTORS, Ltd., Leabrook, Derbyshire.**

Tel. Leabrook 108. [7791]

## American Cars Wanted

**A**TENTION!!!

**S**IMPSONS, The American Car Buyers, require all American cars—Wembley 5901/5905. 345, High Rd., Wembley, 5905. [W4015/R]

**J**OH THOMPSON (MOTORS), Ltd., require cars—S.W.5. Kensington 4658.

**B**RITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj.), London, S.W.1. Tel. 2874-5. [S4003]

**T**AYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Tel. Gros 6881. [W4056]

**ARMSTRONG SIDDELEY**

**WM** WELBECK MOTORS for Armstrong Siddeley:—

**1955** Armstrong Siddeley Sapphire Mark II, very latest type, black and fawn, pre-selective, twin speaker radio, bucket seats, Ace Rimbellsiders, miles 10,000, one owner, cash price £1,650 to brand new and cost over £1,900, our price £1,650.

**1954** Armstrong Siddeley Sapphire, in green and beige, with pre-selective gear box, unregistered, brand new and unused, full maker's guarantee; offered a special low price of £1,565—£200 under original list price.

**1954** Armstrong Siddeley Sapphire, in light grey with blue leather, 19,000 miles, pre-selective, completely checked over in our works, and virtually identical to 1955 Armstrong Siddeley.

**1951** Armstrong Siddeley Whitley 4-light saloon, superb condition: £650.

**W**ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139.

## ARMSTRONG SIDDELEY

## The Autocar

## ARMSTRONG SIDDELEY

**£625**!!—Armstrong Siddeley 13hp Whitley saloon new by County distributors, immaculate appearance.

**£195**!!—17hp long-chassis 7-seater in black, division forward occasions, most economical and ready for immediate occasions.

**£945**!!—Armstrong Siddeley limousine, 1951, one private owner since new, faultlessly maintained, chauffeur-driven, immaculate coachwork and leather upholstery front and rear, a genuine low-mileage open top.

**C**AMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

**1951** Armstrong Siddeley Whitley saloon, 10 miles, owner black, heater, radio, immaculate condition throughout: £625; written guarantee; terms, exchanges; trade enquiries welcomed.

**H**ABOLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time.

**1949** Armstrong Lancaster saloon, grey, maroon interior, heater, one owner: £625. [C1046]

**1946** Armstrong Typhoon saloon, faultless, attractive colour scheme: outstanding bargain: £345 or £115 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024]

**ARMSTRONG SIDDELEY** Sapphire, first registered 18.1.55, 1,000 miles, on synchronised gear box: £1,495—£1,000 down.—Standard, 18, South Woodford, Essex. Wanstead 6666 (20 lines). [C1024]

**ARMSTRONG** 25 limousine, 1940, in first-class condition, stored 10 years, 23,000 miles only, chauffeur driven; offers—Steel Peach & Tozer, Ickies Wood, Butherford, York. [C1024]

**1952** Armstrong Whitley pre-selector gear box, fitted radio, heater and loose covers, 26,000 miles, colour blue and blue leather: £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

**1952** 3 Hurricane drop head, duo tone, factory owned, superb condition, fitted radio, heater: unrepeatable offer: £595!—E. E. Motors, 100, Palmerston Rd., N.W.6. Mai 4723. [C1011]

**1947** Armstrong Lancaster, always serviced from taxed year: £600.—H. Williams & Son, Ltd., 18, Works, St. Albans. St. Albans 2264. [C1036]

**ARMSTRONG** Whitley 1952 saloon, blue, low mileage, new tyres, immaculate coachwork, mechanically perfect condition, radio, heater, one owner: £795.—Long, 77, Boston Manor Rd., Brentford Ealing 1818. [C1036]

**ARMSTRONG SIDDELEY** Sapphire saloon, electrically operated, 1951, 2,000 miles: £650 or offers.

**1952** 3 Hurricane drop head, duo tone, factory owned, superb condition, fitted radio, heater: £595!—E. E. Motors, 100, Palmerston Rd., N.W.6. Mai 4723. [C1011]

**1947** Armstrong Lancaster, always serviced from taxed year: £600.—H. Williams & Son, Ltd., 18, Works, St. Albans. St. Albans 2264. [C1036]

**ARMSTRONG** Whitley Feb. 1952 de luxe saloon, black and blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**ARMSTRONG** Whitley Feb. 1952 de luxe saloon, black and blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**ARMSTRONG** Whitley Feb. 1952 de luxe saloon, black and blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**1939** Armstrong 16 saloon, superb: £185. Trade Enquiries Welcomed; terms and exchanges—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Earl's Court Tube). Camden Town Station. Euston 2700 and 8894. [C1036]

**1955** Armstrong Siddeley 1951 Whitley sports saloon, grey/blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**ARMSTRONG SIDDELEY** Whitley, Feb. 1952 de luxe saloon, black and blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**ARMSTRONG SIDDELEY** 18 Lancaster, black saloon, black and blue, first registered March 54, under 4,000 miles.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616, after 7 p.m. Chapel Brampton 3335. [C1036]

**WILSONS**, "The Enthusiastic Owner-Agent," have 3 carefully used 1954 Sapphires for sale; from £1,525 demonstrations any day including Sunday: 1-5 up to maximum period:—4 Acme Lane, S.W.2. Brixton 4011 and 1-3 Dorling Rd., Epsom. Surrey. Epsom 3901. [C1036]

**1954** (July) Armstrong Siddeley Sapphire saloon, blue and silver grey, with blue leather to match, rare guarantee: miles 1,500, no damage, low-mileage condition throughout: £1,550; no deposit.—Porter Bros., 62-64, Hartfield Rd., Wimbledon. Cherrywood 2321. [C1036]

**1954** (August) Armstrong Siddeley Sapphire saloon, Cornish green with light leather to match, rare guarantee: miles 1,500, no damage, low-mileage condition throughout: £1,450.—Kimberly, Southwood Ave., Combe Lane, Kingston-on-Thames, Surrey. Maider 7688. [C1036]

**ARMSTRONG SIDDELEY Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley—Hampstead (Tube). N.W.3. Ham 5131. [C4018/R]

**H**A. GAUNDERS, Ltd., Golders Green, require:—

**ARMSTRONG SIDDELEY** cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4043/R]

**ARMSTRONG SIDDELEY** wanted 1946-8 saloons—A. Dyke, 2, Church St., Corsham Wilts. [C4050/R]

**WILSONS**, "The Enthusiastic Owner-Agent," want Armstrongs—Brixton 4011, or Epsom 3901. [W4043/R]

**MARSTON MOTOR CO., Ltd.**, for your Armstrong Siddeley—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.13. [C4043/R]

**XXX** Excellent cash prices paid for good Armstrong Siddeley cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0022. [W2003]

**PASS AND JOYCE** Ltd., England's largest distributor, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. [C4043/R]

**ARMSTRONG SIDDELEY** Spares and Services

**A**RCOT ENGINEERING, Ltd.,

**ARMSTRONG SIDDELEY** specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services; quick guaranteed service by telephone; 24hr. Jack Power (Autos), 395, N.W.4. Hendon 1242-3430. [C3063]

**PRESELECTOR** gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [C4044/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Armstrong Siddeley Spares and Service**  
FULL repair and overhaul service for Armstrong cars.  
—Harman, 24 Astwood Mews, S.W.7 Fremantle 7471.

**WILSONS** "The Enthusiastic Owner-Agent" 10797/R  
please to offer "Service that Excels"—34, Acer Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey, Epsom 5901.

**PASS AND JOYCE** Ltd. 27, Peter St., Manchester 2, have large stocks of spares, reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Cambridge 6151.

**PASS AND JOYCE**, Ltd. England's largest distributor of Armstrong vehicles, offer the valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-service service and parts—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale: 5451) [C0670/R]

**ASTON MARTIN**

**SLOCOMBE'S**, Ltd. 1953 Aston Martin DB2 registered 1652, 12,000 miles, immaculate dark blue, lavishly equipped and carefully maintained; £1,780; unique guarantee; part exchanges, cars or motor cycles.—35-52, Dudden Hill Lane (nr. Dollis Hill Underground). Tel. Willesden 4869.

**H. W. MOTORS**, Ltd. offer:—

**ASTON MARTIN** DB2 drop head coupe, just fitted completely reconditioned Vantage engine, new clutch, Alfa drums, Michelin X tyres; £1,355.—Bridge Motor Corp., Walton-on-Thames 2404-5-6. [C2042]

**GUY SALMON AUTOMOBILES** offer:—  
1955 Aston Martin 3-litre drop head coupe, immaculate delivery; low price.—Portsmouth Rd., Thames Ditton, Esher, Surrey 5551-3. [C4001]

**BROOKLANDS**: Aston Martin distributors.

Series available and on show.

1954 Aston Martin DB2-4 saloon, radio, heater.

1953 Aston Martin DB2 saloon, Vantage engine.

Buy or sell with confidence; guarantee.

103 New Bond St., London, W.I. Mayfair 8351. [C1029]  
**BUYING?** Selling? Performance Cars are your best Photo page 48

**ASTON MARTIN** 1953 (Oct.) 1½-litre sports car, A taxed, one careful owner since 1946; £150.

Pinchley 6421. [C1050]  
1955 Aston Martin DB2-4, all extras, cost over £2,800, 340 miles; £2,525.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.I. Mayfair 4576.

**ASTON MARTIN** Mk II saloon, immaculate poly-chrome grey and maroon, reupholstered red hide, excellent condition throughout; £350 for quick sale.—1, Manor Way, Whitchurch, Cardiff. Tel. Whiteinch 268. [C1040]

**J. H. BARTLETT**—Aston Martin 1953 DB2 150 J.m.p. 2-seater, £1,595; Aston Martin 1953 DB2 Vantage engine, high axle ratio, etc., 15,000 miles only, £1,650; Aston Martin 1952 DB2 saloon, just serviced by Aston Martin, £1,500.—27, Pembridge Villas, W.11, Bay. 0523. [C1013]

**£365**!!—Aston Martin 2-litre, 16hp short-chassis 2+4-seater roadster, 1958, finished in dark metallic blue with full quality dark green leather interior, first-class hood, full set of screens and five magnificent tyres, features and special accessories include Lucas Bi-Flex headlamps, dual-horns, twin electric wipers, knock-on wire-wheels, quick-filters, extra large front and rear disc brakes, 100mph speedo, rev-counter, numerous gauges, remote control gear-change, fold-flat screen, twin B.U. carburetors and twin electric pumps, engine in particularly fine fettle, having been reboored last summer (£120 bills and details of work available); this Aston Martin is undoubtedly one of the finest cars ever produced on the road.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

**Aston Martin Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin—Hampstead (Tube) N.W.3. Harman 6041. [C1015]  
**BARTLETT** will pay more for good Aston Martins—27, Pembridge Villas, W.11, Bay. 0523. [C1013]  
**ASTON MARTIN** cars wanted for cash; full details—Frary Motors, Ltd., Old Windsor, Windsor 2002-3. [C1015]

**DB2-4** low-mileage saloon or drop head required; please give full details and history.—55, Tilehouse Green Lane, Knowle, Works. [C432]

**Aston Martin Spares and Service**  
**FRIARY MOTORS**, Ltd. sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940, specialised servicing facilities.

**AUSTIN SEVEN**

**M**EDES & MEDES, Ltd. (Est. 1893) offer:—

1939 Series Austin Big 7 de luxe sunbeam saloon black brown leather upholstered, above average for year, taxed; £195.—The Broadway Mill Hill, N.W.7. Tel. MIL 2040. [C3012]  
**£45**—Austin 7 sal. 1928, good running order taxed £45 Dec. insure. F.R. Box 2578.

1938 engine nice condition; £155; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C1079]  
**165** gns.—Austin Big 7, 1938, 4-door saloon, sliding head, red leather, very good condition; terms, exchange, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

**Austin Seven Cars Wanted**  
**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7—Hampstead (Tube), N.W.3. Ham 6041.

**AUSTIN A30**

**PHILIP RICKARDS**, Ltd. offer:—  
1954 (May) Austin A30 4-door saloon, blue, heater, 5,200 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 8772-3. [C3051]

1955 (Model) A30 4-door saloon, grey, red interior with heater, 2,900 miles; £515.—Robins, East Putney. Tel. 7881. [C3010]

**The Autocar****AUSTIN A30****CAR MART**, Ltd.**LONDON** Distributors.

1954 Austin A30 2-door saloon, black with red interior, 2,000 miles; £425.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039]

**NEWNHAM**, Ltd.

1954 Austin A30 4-door saloon, grey; £475.

**NEWNHAM** House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

**H. A. SAUNDERS**, Ltd., Golders Green:

1955 Austin A30; limited number of orders now acceptable from proven essential users, application forms, brochures, easy terms, demonstrations, from £475. 14/2.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

**TWIN-CARBURETTO** conversion now available.

Similar to our famous conversion on the obv. Minor.

4-door saloon available with conversion; send

for details.

**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1034]

1955 Austin A30 Countryman, green; £560.—Smith & Hunter, 376, Kensington High St., Tel. West 2312. [C1019]

1954 Austin A30 2-door saloon, grey/blue; 16,000 miles, excellent condition.—Salmons Garages, Temple Bar 5388. [C4029]

1954 A30 2-door, Tweed grey, heater, 5,500 miles; £480.—Lawrence, 4, Kenilworth Gloucestershire. [C1051]

3000 miles; 1954 A30 2-door saloon, black with red leather; £460.—O. S. Hall, 302, 306, King St., Hammersmith, W.6. Tel. 2895-7. [C1025]

**STANLEY** & Co. (CAR SALES), Ltd.—Austin House, 11, Brompton Rd., S.W.3. Ken 0081. [C4038]

4-door saloon immediate delivery in blue.—254, Brompton Rd., S.W.3. Ken 0081. [C4038]

1954 Austin A30 2-door, 1954 (Sept.) Austin A30 2-door saloon, grey, heater, covers, one owner, 15,000 miles; £475.—W. W. Crab Court, Ossington, Surrey. Ossington 2556. [C1023]

**PRIDE & CLARKE**, Ltd.—1954/5 Austin A30 2- and 4-door saloons, 1,000 to 14,000 miles; choice, exchanges; lists; Stockwell Rd., S.W.3. Brixton 6251. [C3066]

**Austin A30 Cars Wanted****C**

**M**THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1025]  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A30—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**AUSTIN EIGHT**

1940 Austin 8, 4-door saloon; £235; 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS** MOTORS, Ltd., 169, Priory Rd., Hornsey, Middlesex. Mount 5228 & 5777. [C4013]

**SIMPSONS MOTORS** (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 8 4-door saloon colour black, very clean, 1950, 2,000 miles; £400.—Wembley Middlesex 4422 and 4423. [C1015]

1947 Austin 8 4-door saloon, immaculate; £325.—Jack Pooner (Autos), 355, Hendon 1423-4. [C1005]

1947 Austin 8, 1939 saloon, sliding head, 1938-8; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Austin Eight Cars Wanted**

**H. A. SAUNDERS**, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [C1019]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 8—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

**AUSTIN TEN**

**RAYMOND WAY**.

**RAYMOND WAY OF KILBURN**.

**RAYMOND WAY**, The Hire-Purchase specialists

1939 Austin 10 4-door de luxe sunbeam, extremely clean for its age, compares favourably with many post-war models; mechanically sound throughout; 2,400 miles or £60 deposit.

**HIRE PURCHASE** Ltd., 10, Kilburn, N.W.6. Tel. 1319. No formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**R. MUNN** & Sons, Canterbury Rd., Kilburn, N.W.6. Tel. 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**SIMPSONS MOTORS** (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 10, £335—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C1015]

1948 Austin 10HP Cambridge saloon, good tyres, battery, engine overhauled; £200 offered. [C1078]

1948 Austin 10 saloon, excellent guaranteed; £260 payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [C1078]

1948 Austin 10HP 4-door saloon, choice of 5; £200. [C1078]

1948 Austin 10HP Cambridge saloon, good tyres, engine overhauled; £200 offered. [C1078]

1948 Austin 10 saloon, immaculate throughout; out unrepeatable; £235.—Jack Pooner (Autos), 355, Hendon Way, N.W.3. Tel. 1423-4. [C1015]

1948 Austin 10HP 4-door saloon, choice of 5; £200. [C1078]

1948 Austin 10 saloon, 1950, 15,000 miles, recent repair; £265.—O. W. Wilkins, Ltd., Lion House, Hampton Court, Middlesex. Tel. Tudor 8075. [C1015]

1948 Austin 10 saloon, black, exceptionally good condition; £235.—Garage Services Co. Ltd., 101, Finchley Rd., Golders Green, N.W.11. Speedwell 6692. [C2019]

1949 Austin 10 Cambridge, excellent original condition throughout, colour black, new battery, excellent tyres; £235. b.p. terms and exchanges.—Tudor 8075. [C1015]

1949 Austin 10 saloon, black, 1950, 15,000 miles, £235.—Garage Services Co. Ltd., 101, Finchley Rd., Golders Green, N.W.11. Speedwell 6692. [C2019]

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1949 Austin 10 saloon, black, 1950, 15,000

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

**1953** A40 Somerset, drop head coupe, heater, immaculate; £75.75. **SCOTT CARS**, 347, Finchley Rd., London, N.W.3. [C4016]

**1950** A40 4-door saloon Devon, one owner, exceptional; £445.—**Macauay**, 1265. [W220]

**SIMPOSONS MOTORS (WEMBLEY), Ltd.**, English Car Sales, 12, Wembley, offer:—

**A40**, fitted heater; £475.

**1951** A40, drop head, low mileage, immaculate; £295.

**1953** A40 drop head, low mileage, immaculate; £295.

**1950** A40 saloon, choice of 4; £450.

**355**, High Rd., Wembley, Middx. Tel. Wembley 4422 [C4015]

**1954** A40 saloon, almost as new, 9,000 miles only; £625.—**Below**.

**1953** Austin A50 Somersett colour black; £575.—**L. F. Dove, Ltd.**, 69, Broadway, Wimbledon, S.W.19. [C1051]

**1954** A40 drop head, as new, grey/red trim, 4,000 miles only, one private owner; £675.—Tel. Welbeck 2637.

**1952** (Aug.) A40 Somerset with heater, grey/fawn, one owner; £525.—Kingston's Garage, Brixton, Tel. Towneley 2525.

**1952** Austin A40, grey/beige interior, heater fitted, mechanical and body condition excellent; £565.

**HAMILTON MOTORS (LONDON), Ltd.**, 466-469, Edgware Rd., London, W.2. Paddington 0222 [C2032]

**1950** A40 saloon, immaculate, guaranteed; £410.

**1950** payments.—**Vaughan**, 17, Aswold Mews, S.W.7. Tel. 1319.

**1954** Austin A40 Somerset de luxe, heater, 10,000 miles; £620.—**Vanderbilt**, 215, Hawstock Hill, N.W.5. Primrose 4441. [C4067]

**1953** Austin A40 Somerset saloon, heater, one owner, 17,000 miles only, exceptional order, 3 months' guarantee; £595.

**C. END RD. N.3.**, 347, Finchley Rd., Queens Head Garage, East C. End Rd. N.3. Finchley 6236 (5 lines). [C1061]

**1949** Austin A40 saloon, one owner; £399.—**JACK POZNER (AUTOS)**, 395, Hendon Way, N.W.4. Hendon 1843-4.

**1952** (Jan.) A40 Devon 4-door saloon, heater & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5242. [C3045]

**1949** A40 sun roof, heater, reconditioned engine 6,000 miles, perfect condition, must sell quickly.—**Flaxman**, 2369. [C673]

**HILLWOOD MOTORS**—Austin A40 saloon 1953, heater, sun roof, one owner, choice of 2; £595.—**MILL HILL (London)**, 4232, Tel. Mac. 5333. [C671]

**A40** owner, many extras including Undersole, new tyres front; £570.—**Tel. Mac. 5333**. [C671]

**1953** A40 Somerset coupe, blue, fitted heater, low mileage, one owner; £560.—**S. Bowden & Son**, Hillside Garage, Epsom, Tel. 4464. [C4053]

**1952** (Jan.) A40 Devon 4-door saloon, heater & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5242. [C3045]

**R OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 11—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**AUSTIN SIXTEEN**

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**

**1948** Austin 16, one owner, taxed; £355.—**D. J. Shepherd & Co. (Enfield), Ltd.**, 436, Herford Rd., Enfield. Howard 1631. [C4009]

**1947** Austin 16, outstanding condition; £365.

**S. COOT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7797/8675. [C1016]

**1948** Austin 16, 1949, one owner, heater; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, W.11. Park 2066-7. (50 yds. Holland Park Tube Exchange) h.p. [C1017]

**AUSTIN** 16, 1948, one owner, immaculate, extras; £360.—**J. Oakes Ash & Son**, Kent Stiffs, [C874]

**HEARSEE HEARSEE HEARSEES**, 16 HP Bearers, A70, New and Secondhand from £1150. Brochures available.

**A LPE & SAUNDERS (COACHBUILDERS)**, LTD. A Station Approach, Kew Gardens, Richmond, 1161.

**1948** Austin 16, saloon, black, guaranteed; £345.—**Exchanges** for all makes of cars, lorries, etc.

**Gardens**, 1, Kew, Kensington, W.14. Tel. 9704/5. [C866]

**1948** Austin 16 saloon, black, in very good condition throughout; £375.—**Hale Motors**, Ltd. Tot. 7771-4. [C2077]

**1949** Austin 16, superb condition; £365.—**Kirkdale Cobbs Corner**, Sydenham, 6129. [C2065]

**1948** (Nov.) Austin 16hp saloon, black, radio, 22,000 miles only, excellent; £375.—**Wood & Lambert**, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [C2065]

**1947** Austin 16, 4-door saloon, black, brown leather, heater, moderate mileage, very nice condition throughout; £350.—**Kings Motors**, 1, High St., Hounslow. Tel. 3582. [C2049]

**1948** Austin 16, head, brown leather, heater, Ace Rimbellishers excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**A & S LTD.** (BEDFORD) Cars, partition, for hire or purchase, reasonable price.

**A LPE & SAUNDERS** (Limousines Purchased) Providence Court, North Audley Street, Mayfair 241. [C1008]

**Austin Sixteen Cars Wanted**

**H. A. SAUNDERS**, Ltd., Golders Green, require:—

**AUSTIN** 16 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**A & S LTD.** Limousine Hircars Best Buyers, Best Prices, Immediate cash payment.

**A LPE & SAUNDERS** LTD., Providence Court, North Audley Street, London, Mayfair 241. [T1006]

**HIRE CAR**, 1951-53 Limousine required, privately owned preferred; good price paid.—Box 2587.

**R OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**AUSTIN A40 Cars for cash**—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**PRIIVATELY owned** A40—5, Brize Court, Kingsgate Hill, Surrey. Tulse Hill 2768. [W2207]

**ALMOST new**, A40 required. Immediately—54, Streatham Hill, S.W.2. Tulse Hill 2767. [C3018]

**Austin A40 Cars Wanted**

**C M**

**THE CAR MART**, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Boston Rd., N.W.1. Boston 1212. [C957/R]

**R OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin A40—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**H. A. SAUNDERS**, Ltd., Golders Green, require:—

**AUSTIN A40 cars for cash**—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**PRIVATELY owned** A40—5, Brize Court, Kingsgate Hill, Surrey. Tulse Hill 2768. [W2207]

**ALMOST new**, A40 required. Immediately—54, Streatham Hill, S.W.2. Tulse Hill 2767. [C3018]

## Austin A40 Cars Wanted

**XXX** Excellent cash prices paid for good A40 cars.—H. F. Edwards, 18/30, Upper Hill St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**WHY** accept less for your Austin A30 Devon saloon or A40 Countryman when you can get its full market value from

**FERRARI'S** OF CRICKLEWOOD, Ltd., 223a, Cricklewood Broadway, London, N.W.2. Glascottone 2234. Open week-days 8 a.m. to 6 p.m. [W2006]

**A40** North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018]

## Austin A50

**PHILIP RICKARDS**, Ltd., offer:—

**1955** (Jan.) Austin A50 Cambridge de luxe saloon, 280 miles; part exchange; deferred terms, 4/472/5. [C1051]

**1954** Austin A50 Cambridge de luxe saloon, 2,500 miles only, indistinguishable from new, 3 months' guarantee; £725.

**C & W. MOTORS**, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

**1955** Model Austin A50 de luxe saloon, 1,900 miles red, 400 miles; £735.—Dobsons, Ltd. (Austin Agents), Staines 801.

**1955** Model Austin A50 de luxe saloon, 1,900 miles only, as brand new, heater, guaranteed; £725.

**G. W. MOTORS**, Ltd., Lion Gate, Hampton, S.M.2. Mol. 6109. [C4053]

**1954** Austin A50 Cambridge de luxe saloon, turquoise green/beige leather, heater, 8,500 miles only, new condition throughout; £715.—Gordon White & Co., Ltd., Gerrards Cross 2077. [C866]

## Austin A50 Cars Wanted

**WANTED** Austin A50 at least 10,000 miles, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [C8624]

## Austin TWELVE

**1939** Austin 12/4 saloon, 21,651 miles, trade enquiries welcomed; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059]

**325 GMS** Austin 12, 1946 de luxe saloon, black, side sliding door, brown leather, excellent condition; £350. [C1018]

**taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C4018]**

## Austin Twelve Cars Wanted

**R OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 12—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Austin SIXTEEN

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**

**1948** Austin 16, one owner, taxed; £355.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. Howard 1631. [C4009]

**1947** Austin 16, outstanding condition; £365.

**S. COOT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7797/8675. [C1016]

**1948** Austin 16, 1949, one owner, heater; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, W.11. Park 2066-7. (50 yds. Holland Park Tube Exchange) h.p. [C1017]

**AUSTIN** 16, 1948, one owner, immaculate, extras; £360.—J. Oakes Ash & Son, Kent Stiffs. [C874]

**HEARSEE HEARSEE HEARSEES**, 16 HP Bearers, A70. [C2053]

New and Secondhand from £1150. Brochures available.

**A LPE & SAUNDERS (COACHBUILDERS)**, LTD. A Station Approach, Kew Gardens, Richmond, 1161.

**1948** Austin 16, 1948, one owner, black, guaranteed; £345.—**Exchanges** for all makes of cars, lorries, etc.

**Gardens**, 1, Kew, Kensington, W.14. Tel. 9704/5. [C866]

**1948** Austin 16 saloon, black, in very good condition throughout; £375.—**Hale Motors**, Ltd. Tot. 7771-4. [C2077]

**1949** Austin 16, superb condition; £365.—**Kirkdale Cobbs Corner**, Sydenham, 6129. [C2065]

**1948** (Nov.) Austin 16hp saloon, black, radio, 22,000 miles only, excellent; £375.—**Wood & Lambert**, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [C2065]

**1947** Austin 16, 4-door saloon, black, brown leather, heater, moderate mileage, very nice condition throughout; £350.—**Kings Motors**, 1, High St., Hounslow. Tel. 3582. [C2049]

**1948** Austin 16, head, brown leather, heater, Ace Rimbellishers excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**A & S LTD.** (BEDFORD) Cars, partition, for hire or purchase, reasonable price.

**A LPE & SAUNDERS** (Limousines Purchased) Providence Court, North Audley Street, Mayfair 241. [C1008]

**Austin Sixteen Cars Wanted**

**H. A. SAUNDERS**, Ltd., Golders Green, require:—

**AUSTIN** 16 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**A & S LTD.** Limousine Hircars Best Buyers, Best Prices, Immediate cash payment.

**A LPE & SAUNDERS** LTD., Providence Court, North Audley Street, London, Mayfair 241. [T1006]

**HIRE CAR**, 1951-53 Limousine required, privately owned preferred; good price paid.—Box 2587.

**R OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**AUSTIN A70 & A90**

**CAR MART**, Ltd.

**LONDON** Distributors

**1953** Austin A70 Hereford saloon, sliding head, heater, black with brown upholstery; £615.

**52** Austin A70 Hereford saloon, radio, heater, green with brown upholstery; £545. [C1039]

**1951** Austin A70 saloon, radio, heater, loose covers, tax'd rear; £575.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [C847]

**1952** Austin A90 saloon, grey, radio, heater, loose covers, really smart, excellent tyres, superb mechanically; £565.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloan 5424. [C1035]

**1954** Austin A70 saloon, 8,000 miles; £695.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Tel. 3550. [C1034]

**1952** Austin A90 Atlantic power-operated convertible; £545, or £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6426. [C1027]

**1953** Austin A70 finished black, one owner, 15,000 miles registered, radio, mechanically; £565.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloan 5424. [C1034]

**1954** Austin A70 saloon, white, leather, heater, etc. immaculate condition; £545, or £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6426. [C1028]

**1952** Austin A90 saloon, grey, radio, heater, loose covers, outstanding condition; 3 months' written guarantee; £575.—C.N.K., 353, Finchley Rd., N.W.3. Hampstead 5771. [C1027]

**1950** Austin A90 Atlantic power-operated convertible; £485!—C.N.K., 353, Finchley Rd., N.W.3. Hampstead 5771. [C1026]

**1952** Austin A90 Atlantic power-operated convertible; £485!—C.N.K., 353, Finchley Rd., N.W.3. Hampstead 5771. [C1027]

**1953** Austin A70, finished black, one owner, 15,000 miles, in very excellent condition throughout; £585; trade and part exchange enquiries invited.

—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

## Austin A70 &amp; A90

## CAR MART, Ltd.

## LONDON Distributors

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## LONDON Distributors

## AUSTIN A70 &amp; A90

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A70 &amp; A90

**11000** miles, late 1953 Hertford, one owner; new condition, £625; also Hampshire model, 8,000 miles genuine, equal to new, £495.—Broadway Motors, Hanworth Rd., and 67, High St., Hounslow, Middlesex, SW15.

Austin A70 and A90 Cars Wanted

## C

**T**HE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600.

**H. A. SAUNDERS**, Ltd., Golders Green, require:

**A**ustin A90 cars for cash.—Austin House, 120-144, Golders Green Rd., N.W.11. Speedwell 0011.

**A**lmost new A70 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham, 6041.

**A**ustin Eighteen £185<sup>11</sup>—1937 Austin 18 long chassis 7-seater saloon de luxe, ideal hire car for large family.—Below

**E**£99<sup>11</sup>—1937 Austin 18 5-seater saloon, ideal for caravanning; 3 months' guarantee; hire purchase, exchanges.

**L**AMBS OF WOOD GREEN.—Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

**A**ustin 18 7-seater long chassis £395<sup>11</sup>, automatic transmission—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**A**ustin Eighteen Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham, 6041.

**A & S** Limousine, 1939 Ranelagh, partition, forward occasions, excellent hire car, low price.

**A**LPÉ and SAUNDERS (Limousines Purchased) A Providence Court, North Audley Street, Mayfair 2941.

**A**ustin A125 and A135 Cars Wanted

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1949** Austin A135 Princess saloon, radio, heater, black with brown upholstery; £725.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1951** Austin A125 Sheerline l.w.b. limousine, radio, heater, black with fawn upholstery; £1,195.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011.

**B**. J. HUNTER, Ltd., offer:

**1951** Austin Princess saloon, most superb condition throughout, extras: £895.

**1949** Austin Sheerline fitted heater, radio, loose seats, etc., excellent tyres £525.

**B**. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

**P**ETER BANTOCK CAR SALES offer:

**1952** Austin Sheerline, black, with beige leather, and loose covers, in outstanding condition throughout; £725.—104, High Rd., Chiswick 2725/5970.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:

**1952** Austin Princess saloon, one owner, grey/grey hide, loose covers, screen washers, spare unused, fullest specification, immaculate, highly recommended: £890.

**A**ustin (June) Austin Princess saloon, sun-metal/1951 brown hide, one owner, spare unused, beautifully maintained, highly recommended: £890.

**A**ustin Princess, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C19004]

**H. A. SAUNDERS**, Ltd., Golders Green, offer:

**1952** Sheerline saloon, grey/grey hide, one owner, immaculate, highly recommended: £875.

**A**ustin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C19004]

**S**cott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 7779-8676.

**1950** Austin Princess, radio, heater, black, £655.

**G**ORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761.

(Below) **1952** Princess, director's car, chauffeur cared for, one owner, 1950, £1,000.—Bills, Southampton, Tel. Cogenhoe 218. [5551]

**1951** (August) Austin Sheerline, grey/grey leather, £575.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065-6.

**1949** Austin Sheerline, grey with grey leather, £555.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185.

**P**RIVATE owner offers 1949 Princess saloon, new tyres and battery, rev. Nov., taxed for year, very well cared for: £650.—Fawley Villas, Loxley, nr. Sheffield, 6.

**£845<sup>11</sup>**—1950 Austin Princess de luxe saloon, at the vendor's drive in. It literally looks and drives as though it's brand new, the miles we have had: 3 months' guarantee, hire purchase exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

[C2052]

## AUSTIN A125 &amp; A135

**1951** Austin Sheerline, magnificent condition, low mileage, one owner, guaranteed: £625.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129.

**A**ustin Princess 1950, black, leather, all electric, perfect and literally impossible to fault in any way: £755.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188.

**1951** Sheerline, black, one owner, radio, heater, manual full equipment, low mileage, a fine car, in first class condition: £825.—Car Mart, Ltd., 163, Bromley Rd., Cattord, S.E.6. Hither Green 1001.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:

**1951** electrically operated built-in jacking system, usual full equipment, low mileage, a fine car, in first class condition: £825.—Car Mart, Ltd., 163, Bromley Rd., Cattord, S.E.6. Hither Green 1001.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:

**1951** Sheerline, black, one owner, radio, heater, low mileage, privately owned: £755.

**A**LPÉ and SAUNDERS (Limousines Purchased) A Providence Court, North Audley Street, Mayfair 2941.

[C19004]

## Austin A125 and A135 Cars Wanted

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1949** Austin A135 Princess saloon, radio, heater, £725.—Car Mart, Ltd., 2000, Seven Sisters Rd., Tottenham, N.15. [0598/R]

**M**ARSTON MOTOR CO. for your Austin.—Tel. 2000.

**W**EBYRIDGE AUTOMOBILES, Ltd., the Austin distributor, urgently require late type Austin.—Tel. Weybridge 235.

[C19004]

**A**ustin Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin.—Hampstead (Tube), N.W.3. Ham, 6041.

**M**ARSTON MOTOR CO. for your Austin.—Tel. 2000.

**W**EBYRIDGE AUTOMOBILES, Ltd., the Austin distributor, urgently require late type Austin.—Tel. Weybridge 235.

[C19004]

**A**ustin Spares and Services

**A**FOR Austin—Wimbledon for everything Austin—Spares for pre-war and post-war exchange units from stock, also 3.8, 5.M.C. diesel spare parts and conversions etc. etc. Saturdays till 8 p.m., special service available.

**WIMBLEDON MOTOR WORKS**, Ltd., 29, High St., S.W.19. Wim, 0123.

[C19004]

**N**ORMAND, Ltd.

**H**AVE your car serviced by the experts.

**S**ATISFACTION guaranteed.

**N**ORMAND, Ltd., 405-9, King St., W.6. Riv, 3665.

[C19004]

**T**HE CAR MART, Ltd.

**L**ONDON Distributors.—Spares parts for all model cars and trucks.

**T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd., W.8. W.9 (Ealing 6600); and 18, Union Rd., Ealing, W.9 (Ealing 6600); and 302, Streatham High Rd., S.W.16 (Streatham 0054).

[C19004]

**C**O. G. NORMAN and Co.

**A**UTHORIZED Austin main spares parts stockists, several spare parts and replacement units.—50, Fulham Bridge Rd., London, S.W.1. Victoria 2211. [0271/R]

**A**USTIN genuine spares and specialist service in

**S**cottish Garage, Cleveland St., Tel. Mus, 1932.

[C19004]

**H**AMPTON COURT.—Austin agents and specialists for sales and service.

**S**TEPHENSON, Ltd., Lion Gate, Hampton Court, M.1. 6109.

[C19004]

**I**NGSTON-ON-THEMES.—Austin agents and specialists for sales and service.

**G**. WILKIN, Ltd., 1, Weston Park, and 84, Edgware Rd., W.8 (Kingsland 2241).

[C19004]

**A**UTOMOTIVE, the main agents for spares, service and repairs.

**T**EL. Lancaster Engineering Co., Ltd., 59-45, Edgware Rd., London, W.8. Paddington 0022 (12 lines). [C19004]

**A**UTOMOTIVE offer 1950 model Austin Princess, black, host of extra spares: £650.

**A**UTOMOTIVE, Ltd., 126-138, Streatham Hill, London, S.W.2. Tulse Hill 1909.

[C19004]

**1950** Austin Princess, radio, heater, excellent throughout: £655.

**G**ORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761.

(Below) **1952** Princess, director's car, chauffeur cared for, one owner, 1950, £1,000.—Bills, Southampton, Tel. Cogenhoe 218. [5551]

**1951** (August) Austin Sheerline, grey/grey leather, £575.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065-6.

**H**AMPTON COURT.—Austin agents and specialists for sales and service.

**S**TEPHENSON, Ltd., Lion Gate, Hampton Court, M.1. 6109.

[C19004]

**I**NGSTON-ON-THEMES.—Austin agents and specialists for sales and service.

**G**. WILKIN, Ltd., 1, Weston Park, and 84, Edgware Rd., W.8 (Kingsland 2241).

[C19004]

**A**USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex, Tel. Feltham 4097/4098.

[C19004]

**P**RYNN & STEPHENS, Ltd., The South London Austin parts department, full range of parts and units in stock exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock: repairs and service to Austin exclusively.—57, Argyle Lane, S.W.2. Brixton 1155.

[C19004]

**A**USTIN-HEALEY

**1955** Austin Healey, 900 miles, as new: £950.

Tolworth Motors, Ltd., Kingston By-Pass, Tel. Elstree, Elstree 2254.

[C4081]

## AUSTIN-HEALEY

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1954**—55 Austin-Healey 100, heater, red with black upholstery; £925.—Car Mart, Ltd., 163, Bromley Rd., Cattord, S.E.6. Hither Green 1001.

[C1903]

**H. A. SAUNDERS**, Ltd., Golders Green, offer:

**1954**—8,865 miles, unblemished, highly recommended: £135.

**A**USTIN HEALEY, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1904]

**1954**—(June) Austin-Healey 100, one owner, 10,000 miles guaranteed in writing, fitted high lift camshaft finished in red with red hide upholstery, the car unmarked and offered at £300 less than cost. Tel. E755—Green 4552.

**B**ARTLETT.—Austin-Healey 1954 series, 15,000 miles.

[C1903]

**E**775: your enquiries for the new Austin-Healey are most welcome and we are particularly interested in quoting for your second-hand sports car.—27, Pimlico Villas, W.11. Bay, 0523.

[C1903]

**1954** (May) Austin-Healey 100, finished in red, specially trimmed 8,865 miles, unblemished, £865.

**K**. J. MOTORS, Ltd., Bromley, Ray, 3456.

[C1903]

**A**ustin-Healey Cars Wanted

**B**. J. HUNTER, Ltd.

FOR your immediate purchase of your Austin-Healey.

**J**. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6105.

**H. A. SAUNDERS**, Ltd., Golders Green, require:

**A**ustin-Healey 100, heater, overdrive, Dunlop Fort Whitby tyres twin for last year, £865.

**B**ARTLETT will pay more for good Austin-Healeys.—27, Pimbridge Villas, W.11, Bay, 0523.

[C1903]

## AUTOVIA

**£275<sup>11</sup>**—1939 Autovia saloon, 24hp Riley type 14½-litre engine; cost nearly £1,000 pre-war; 5 months' guarantee; hire purchase exchanges.

**L**AMBS OF WOOD GREEN.—Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

[C1903]

**BENTLEY** (3½, 4½-litre and New 4½-litre)

**C**AR MART, Ltd.

**C**AR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434.

[C1903]

**O**LDING & CO. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

**1953** 4½-litre standard saloon, velvet green/velvet leather, automatic: £9,950

**1953** 4½-litre standard saloon, velvet green/beige leather: £8,200

**1953** 4½-litre standard saloon, velvet green/beige leather: £8,250

**1952** 4½-litre standard saloon, shell grey/red leather: £8,500

**1951** 4½-litre standard saloon, two shades of grey/taupe hide: £8,550

**1950** 4½-litre James Young 4-door saloon, black/grey hide: £2,550.

**B**ELMONT 100, one of new Rolls-Royce and Bentley cars are available for early delivery, including some with specially designed coachwork.

**A**UDLEY House, North Audley St., W.1. Mayfair 5242.

[C1903]

**R**IPPON.

**R**IPPON BROS., Ltd., Huddersfield 7070 (10 lines):

**L**EDDS, Bradford, Sheffield.

[C1903]

H. C. PAUL, Ltd.

**1951** Bentley Mk. VI standard steel saloon metallic grey, engine overhauled, exceptional condition: £2,100.—Below

**1947** Bentley Mk. VI Freestone & Webb 4-door saloon, black, £7,000 miles, full history: £1,795—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2.

[C1904]

**V**INTAGE AUTOS.

**£750**—Bentley 4½, 1937-8 d/h coupe by James Young, immaculate condition, bills for £550 recently spent, one of the prettiest pre-war Bentleys on the road.

**66**, London Rd., Tooting. Tel. Mitcham 1951.

[C4079]

**K**IGHTBRIDGE MOTORS, Ltd., offer:

**1937** Bentley Park Ward spirit saloon, attractive finish, radio, excellent service history, two owners since 1951, one of the finest 4½-litre cars for disposal: £74,000.

**1950** Bentley Mark VI standard saloon, small engine, maker's history: £2,185.

**1951** the service history unscratched: £2,885.

**1**. Robert Mews, Lovelace Place, Belgrave Sq., London, S.W.1. Sloane 4086.

[C2036]

**1937** saloon, blue and black: £595.—Lang Precision Engineering, Ltd., Hope Street Works, Liverpool, S.W.3.

[C1903]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)****J****JACK BARCLAY, Ltd.**

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

**JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.).****PB Ltd. offer:-****1936** 4½-litre Bentley saloon by Park Ward, recent chassis overhaul, very nice condition throughout.**PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7476.****H. R. OWEN, Ltd.**

ONDONS' leading specialists in Bentley and Rolls-Royce cars, offer the following selection:-

**LIGHTWEIGHT** sports saloon with coachwork by E. J. Mulliner, grey with grey upholstery, available shortly.**SPECIAL** wide-body sports saloon by Freestones & Webb, black with grey side panels and grey upholstery, special type front wings, whitewheels, sunshades, cost originally £7,000/6/6; £4,950.**1955** Standard steel saloon, black with tan upholstery, early delivery.**1954** 4-door 4-light sports saloon by James Young, green with beige hide, extra large boot, and many other special fittings, £3,950.**1954** 4-door 4-light sports saloon by James Young, 9,000 miles, jewelcase heron and gold; £5,850.**1954** standard steel saloon, finished in grey and blue with light blue hide; £3,875.**1953** standard steel saloon, finished in black and grey with beige upholstery; £3,350.**1952** 4-door 4-light sports saloon by H. J. Mulliner, finished in green with beige upholstery; £3,900.**1952** 4-door 4-light sports saloon with heron side panels and tan hide; £2,850.**1949** 4-door 4-light sports saloon by E. J. Mulliner, black with brown hide; £2,750.**1939** 4½-litre Bentley saloon by Park Ward, black with brown leather upholstery; £2,500.**1936** 4½-litre Bentley saloon by Gurney Nutting, finished in black with brown upholstery; this car has been completely overhauled; £650.

We are interested in the purchase of Bentley cars from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.**

17, Berkeley St., London, W.1. Tel. Mayfair 9000.

**DIX AUTOMOBILES, Ltd.**

NEW Bridge St., Newcastle-upon-Tyne. Tel. 2551.

SPECIAL retailers Rolls-Royce and Bentley:-

**1947** Mark VI Bentley, exceptional condition; £1,450. Below.**1936** Bentley 4½-litre Vanden Plas saloon, recent engine overhaul, spotless condition; £655; below.**1934** 4½-litre Barker drop head four-seater coupe; £450. Below.**1934** Bentley 3½-litre saloon; £495.—Jacques, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6671/2.**RUSSELL MOTORS** offer:-**1949** Mark VI Bentley standard steel saloon, dual grey, an exceptional car; £1,650.**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Gloucester Rd., S.W.1. Tel. Knightsbridge 2605.****SANDHORST & HOLMES, Ltd.**

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Northamptonshire.

**1953** (June) Bentley R type saloon, shell grey, light blue interior, one owner, supplied and serviced by us, mileage 20,000, immaculate condition; £3,500.**LONDON** Rd., Derby. Tel. Derby 47471-6.**MANN EGERTON & Co., Ltd.****1954** (Dec.) Bentley 4½-litre large boot saloon, automatic gear, dual colour scheme, 790 miles only; £4,250.**1953** Bentley 4½-litre large boot saloon, black with brown leather upholstery, 12,000 miles; £3,500.**MANN EGERTON & Co., Ltd.**

14, Berkeley St., W.1. Hyde Park 2073.

**H. BEART & Co., Ltd. offer:-****1934** Bentley 3½-litre drop head coupe, body by Thrupp & Maberly, good condition for year; £395.—102, London Rd., Kingston-on-Thames.**MASCOT MOTORS, Ltd. offer:-****1937** 4½-litre H. J. Mulliner sports saloon; £695.**1937** 4½-litre Barker sports saloon; £695.**237** 245, Kensal Rd., Notting Hill Gate, W.10. Tel. Ladbroke 1251/2.**CREST OF BOURNEMOUTH** offer:-**1949** Bentley Mk. VI standard saloon, one owner, 20,000 miles, new split skirt pistons just fitted; £1,875.**1939** Bentley (overdrive) saloon, Park Ward; £1,175.**1939** Bentley (overdrive) drop head coupe; £1,175.

PHOTOGRAPHS and fullest particulars on request.

**CREST OF BOURNEMOUTH**, 14, Westcliff Rd., Bournemouth, 7100. Tel. Adams 1111. Mark VI; £1,995.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Audley 6451/2.**BENTLEY (3½, 4½-litre and New 4½-litre)****CARTWRIGHT HAMILTON CARS, Ltd., offer:-****1950** Series Bentley Mark VI H. J. Mulliner sports saloon, black with beige upholstery, one owner, chrome wheels, electric rear blind, a truly magnificent example; £2,495.—London Office, 222, Kensington High St., W.1. Tel. Wes. 6207.**COOMBS & SONS (GUILDFORD), Ltd., offer:-****1954** reg. Bentley Mark VI continental type sports saloon, by E. D. Abbott, 22,000 miles; £3,850.**1953** Bentley R type steel saloon, dual colour scheme, dark green and grey, 19,000 miles; £3,375.**COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 2297-8-9.****1950** SWANMORE GARAGE, Ltd., Bournemouth, offer:-**1951** Bentley 4½ standard steel saloon; £2,235.**1948** Bentley 4½ MK. VI special razor-edge saloon by Hooper, Ltd., exceptional condition; £1,985.**1951** Bentley 4½ MX overdrive drop head 4-seater, radio, heater, screen washers; £1,145.**1938** Bentley 4½ convertible 4-seater by H. J. Mulliner, wonderful condition; £975.**1937** Bentley 4½ drop head by Thrupp & Maberly, extremely attractive; £765.

EXCHANGES or terms. Written guarantees.

**SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth. Tel. Swan 5344/4.****BUYING? Selling? Performance Cars are your best bet. Please scan page 48.****1950** (January) Bentley Mk. VI, fitted with Hooper built estate, one owner; £1,350.**GEORGE NEWTON & Co., 369, Euston Rd., London N.W.1. Tel. Euston 2006.****CHARLES POLLITT, Ltd., officially appointed Rolls-Royce and Bentley retailers & repairers, offer:-****1954** (May) Bentley Mk. VI steel saloon, automatic gear, both black, red, one owner, balance manufacturers guarantee supplied; £75.**1953** (Jan.) Bentley Mk. VI R type large boot, 12,000 miles, guarantee, superb order throughout; £3,350.**PART EXCHANGE & hire purchase arranged.****SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6268.**SERVICE:** Works & Stores—Barndale Yard, off Eign Ave., W.G. Cunningham 5336.**BENTLEY** 3½-litre, 4½-litre, semi-automatic gear box, black, brown hide, negligible mileage. Below.**BENTLEY** 1950 Mk. VI stand steel sal., one owner, immac. cond.—Below.**BENTLEY** 1955 4½-litre sports sal., exc. cond.—Below.**W. WATSON & Co. (LIVERPOOL), Ltd., Bold St., Liverpool (Royal 7080). Tel. Bold 5301.****1951** model Bentley Mark VI saloon, 2-tone colour, super condition; £2,250.**1951** Bentley drop head coupe by Vanden Plas, one owner, first class; £4,650.**1937** Bentley sports saloon, first-class specimen; £385.—Parc Garage (Moseley), Ltd., Hampton Court Way, Moseley, Tel. Moseley 6199.**1936** Bentley 4½ MK. VI saloon, black, radio, leather interior, immaculate; £715.**PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121.****1959**—Bentley 3½-litre 1935 sports saloon, 4-door, super condition; £2,250.**1951** Bentley drop head coupe by Vanden Plas, one owner, first class; £4,650.**1937** Bentley 4½ MK. VI saloon, black, radio, leather interior, immaculate; £715.**PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. 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All spares and repairs available for pre-war Rolls-Royce, for repair service at most favourable prices.—Compton's, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

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**1954** Bond Minicar, Mark C 197cc standard model, 2,700 miles, 6.5% down, practically as new throughout, amazing performance, 229gns., or £48.9 deposit, balance 24 months.

**H**IRE purchase terms on the spot with no references, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £2000 chosen by us.

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**1951** Bond Minicar, 197cc engine, electric start, low mileage, nice condition throughout; £155.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

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**R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Bond—Hampstead (Tube). [W4018/R]

**P**RIDE & CLARKE, Ltd., Bond Minicar buyers, H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251.

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[0827/R]

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**M**ETCALFE & MUNDY, Ltd.

**B**ORGWARD diesel 1954 saloon, radio, heater, 12,000 miles.

**1954** 2½-litre sports saloon, 2,000 miles, radio, heater and every conceivable extra, serviced by us from new, for sale due to domestic reasons only.

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[3874]

## BRISTOL

**B**ROOKLANDS.—Individuality.

**1951** Bristol 2-litre 401 saloon, radio, heater.

**B**UY or sell with confidence; cars purchased for cash.

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

**1948** type 400, metallic blue; £775.—A.F.M. Middlesex 0011. [C2015]

**B**RISTOL 405, first registered July, 1953, firm demonstration car and maintained as such, 17,000 miles; £2,000.—Bristol Garages & Engineering, Ltd., Gloucester Rd., Cheltenham, Tel. 3154. [7800]

**1950** Bristol 401, car overhauled and engine completely modified, very nice order and condition; £1,250.—Shade's Garage, Penn, Bucks. Tel. 2115.

**1954** Bristol 403, red, 3,000 miles, one owner, £1,000.—Halls (Finchley), 142, North Finchley, London, N.12. Tel. 3760 Hillside 1044.

**B**RISTOL—if you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges welcome; competitive prices; engine and return post—Charles Cruckshank Motors, The "Bristol" centre of Bristol, Tel. 2520. [0747/R]

**A** SUPER 1952 Bristol 401 fitted with a very special Farina body, finished in cream with red upholstery, the whole car is in superb condition having done less than 10,000 miles; it is fitted with both head and rear windscreen washers and H.M.V. radio and cost when new nearly £4,000, and can now be sold for less than half; to the enthusiast this car will represent that which is something like the best of two arts, engineering and coachbuilding; exchanges and terms—Reford Engineering, 31, London Rd., Retford, Notts. Tel. 2027.

## Bristol Cars Wanted

**B**ARTLETT will buy more for good Bristol cars.—Cambridge Villa, 1, May 0523. [W1013]

**W**ANTED by private owner, Bristol 401 after chassis No. 1156—Box No. 2577. [S905]

**KDM** & CERRINGTON, Ltd., will buy good second-hand Bristol.—8, Albemarle St., W.1. Gros. 5551. [W2054/R]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube). [W4018/R]

Ham. 6041.

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## The Autocar

## (Supplement vii)

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**145** ans.—B.S.A. Scout 1959 10hp sports 4-seater, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [W4018/R]

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## BASIL ROY, Ltd.—B.S.A. (Scout model); spares

comprehensive stock, wholesale and retail.—161, Portland St., W.1. Langham 7733. [0144/R]

## BUGATTI

**T**HE HALFWAY GARAGES (PADWORTH), Ltd. The Type 468 coupe, as shown in "The Bugatti Book", page 116-117, 9,000 miles since overhaul and in faultless condition throughout; £895.

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The Type 468 coupe, as shown in "The Bugatti Book", page 116-117, 9,000 miles since overhaul and in faultless condition throughout; £895.

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The Type 468 coupe, as shown in "The Bugatti Book", page 116-



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FIA

**MAYFAIR GARAGES**, Ltd.—Hope very shortly to display the new 5100 600 for early delivery.—Below.

**MAYFAIR GARAGES**, Ltd.—Meanwhile our large stock of the famous 500 is being maintained.—Below.

**MAYFAIR GARAGES**, Ltd.—Current type 500s ohv 4-seater convertible saloon, black red leather, economy car for advertising, good road performance, 3 months' guarantee; £450.—Below.

**MAYFAIR GARAGES**, Ltd.—Current type 500s ohv 4-seater hard-top coupe (new March 1952), pale blue, with plain headrests, very attractive and attractive car with outstanding and economical road performance, 3 months' guarantee; £395.—Below.

**MAYFAIR GARAGES**, Ltd.—1953 500 2nd series full 4-seater convertible saloon, black red leather, economy car for advertising, good road performance, 3 months' guarantee; £245.—Below.

**MAYFAIR GARAGES**, Ltd.—1953 500 2nd series convertible, black, carefully used, excellent condition throughout, 3 months' guarantee; £225.—Below.

**MAYFAIR GARAGES**, Ltd.—1953 500 2nd series of luxe convertible coupe black, leather upholstery, economical car (over 50 m.p.g.) with excellent road performance; £195.

**MAYFAIR GARAGES**, Ltd.—1958 model 500 convertible coupe black, red leather, excellent condition; £135.—Below.

**MAYFAIR GARAGES**.—Illustrated literature on request, please state II or secondhand.—Below.

**MAYFAIR GARAGES**, Ltd. (Flat Sales & Service), Aylesbury, (Opposite the Bedford Clock), Mayfair, W.I. Major 3104—Sales 9-30 a.m., 9-1 p.m.; Tel. 6041.

**HILLS GARAGES** (WOODFORD), Ltd., Flat distributor.—Ex-demonstration cars often available at special prices usual terms ½ down, 2 years to pay.—Buckhurst 0541.

**C. SUMMERS**, The Fiat Specialist, 1953 500C Coupé £530.—1955 New Fiat Standard 2700 £275.

1951 500 coupe £395; all in showroom condition and guaranteed.—39, Holland Park, W.11. Park 5751.

**295 gns**.—Fiat 500B, 1949 convertible coupe, green, tan, upholstery, ohv engine, very good condition, taxed; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Tel. 6041.

**FIA** (1951 model) 1½-litre, completely reconditioned saloon by specialists, immaculate, complete, whole car virtually as new, price reasonable, major spares also offered, engine and gearbox unit, distributor, clutch, etc.—153, Billing Rd., Northampton. Tel. 2264.

## Fiat Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube). N.W.3. Hams 6041.

**MAYFAIR GARAGES** Ltd.—Top cash prices for Fiat—Balderston St. W.1. Mayfair 3104. 0695/R

**WANTED**, 1952 500c; price according to condition; £705. Tel. 6041.

**Fiat Spares and Service**

**FIA** (500 trouble)? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byros 6028.

**MAYFAIR GARAGES**, Ltd., comprehensive Fiat service, Balderston St., W.1. Mayfair 3104.

(0325/R)

**FIA** (ENGLAND), Ltd., Water Rd., Wembley, sole licences for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams, Fia, Wembley, 1089 R.

**FIA** (500, 1100 and 1500), full range spares, complete tested engines, starter motors, dynamos, radiators; springs in exchange; spares list.—Derrington 159, London Rd., Kingston 5621-4.

(01071)

## FORD ANGLIA

**W**W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

**1952** Anglia saloon, black with red upholstery; £355.

**W. HAROLD PERRY**, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

**PERRY'S OF HARROW**.

Have an excellent selection of post-war 1½-litre saloons available.

PHONE Harrow 4282 and 9140 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Harrow (0099/R)

**WARWICK WRIGHT**, Ltd., offer:—

**1954** Ford Anglia saloon, black with red leather, £275.—Tel. 6041.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Tel. 59761. (C4045)

**PHILIP RICKARD**, Ltd., offer:—

**1954** Ford Anglia, 11,000 miles, black, part ex-changed; defected terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:—

**1949** (Sept.) Ford Anglia saloon, beige/beige up-holstery, beautifully maintained, highly recommended; £275.

**AUSTIN** House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011.

**1954** Ford Anglia, 5,000 miles as new; £355.

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Hamps 7779/8676. (C4016)

**SIMPSONS MOTORS** (WEMBLEY), Ltd., English Car Sales Division, offer:—

**1953** Ford Anglia; £275.—High Rd., Wembley.

**1946** Middlesbrough Tel. Wembley 4422 and 4423.

**1952** (June) Anglia, one owner, exceptional condition, upholstery, etc., £319.

**1949** Anglia, excellent condition throughout, one owner; £220. Macmillan 1265.

**1954** Ford Anglia, Tel. 365 Havant. (8476)

**1953** Ford Anglia, black, 5,000 miles only; £425.—Hale Motors, Ltd., Tot. 7771/4. (C2077)

## PERRY'S OF HARROW

Have an excellent selection of post-war 1½-litre saloons available.

PHONE Harrow 4282 and 9140 for details.

**W. HAROLD PERRY**, Ltd., High Rd., Wembley (0099/R)

**1946** Middlesbrough Tel. Wembley 4422 and 4423.

**1952** (June) Anglia, one owner, exceptional condition, upholstery, etc., £319.

**1949** Anglia, excellent condition throughout, one owner; £220. Macmillan 1265.

**1954** Ford Anglia, black, 2,000 miles, private owner; £536. Tel. 365 Havant. (8476)

**1953** Ford Anglia saloon, black, 5,000 miles only; £425.—Hale Motors, Ltd., Tot. 7771/4. (C2077)

## The Autocar

## FORD ANGLIA

**1955** Black Anglia, 50 miles only; £600 or offer.—

2614. Tel. 6041. (1975)

**1955** Black Anglia, as new, 300 miles only, taxed A year, green; £595—Box 2566.

17, Springfield, Brookhouse, Herts. Tel. 0710

Ford Anglia, 1½-litre, two-tone upholstery; £375. £55 deposit, balance 24 months.

**MCLAREN & COX**, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. (C3093)

**1955** Anglia, latest type, black, 15 miles only; £545. Tel. 6041. (1975)

**1954** Ford Anglia, latest type, 5,000 miles; £545. Tel. 6041. (1975)

**1955** Ford Anglia, 1940 saloon; taxed; choice of 5 Anglias; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Tel. 6041. (C4018)

**BUTTERFIELD**, Ltd., 1955, works mileage, black, 2½ years old; £295. Tel. 6041.

**B**utcher's Exchange, 1955, works mileage, black, 2½ years old; £295. Tel. 6041.

**1955** Ford Anglia, 1940 saloon; taxed; choice of 5 Anglias; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Tel. 6041. (C4018)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. 0179/R.  
M. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.  
R. OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3.  
Ham. 6041.

## FORD CONSUL

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—  
1953 Consul, black with red upholstery, heater, spot lamp, wing mirrors, one owner, excellent condition; £595.  
1953 Consul black with beige leather and heater; £585.  
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

## HPG

1953 (September) Consul saloon, a lovely genuine car one owner, 14,000 miles, finished black with red leather and fitted heater; £600 or fair offer; terms exchange.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7208/2031.

BENTWALLS, Ltd.

1953 Ford Consul, radio, heater; £605.—Kingston-on-Thames, Kingston 1001. [C1095]

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1952 model Consul in grey with biscuit leather, many extras including heater, rim embellishers, over-riders, wing mirrors, mascot, long-range headlights, Lucas spot etc., etc., one owner, low mileage, £225 or £140 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. [B647]

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1953 Consul in Zodiac colour scheme of grey and green with red leather, hosts of extras including heater, rim embellishers, over-riders, long-range head lights, S.P.T. spot light, armrests, over-riders, wing mirrors, etc., etc., low mileage, better than new, 5999miles, or £126 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. [B222]

GLANFIELD LAWRENCE offer:—

1952 (Sept.) Ford Consul saloon, green, beige leather, exceptionally nice throughout; £575.—407, High Rd., N.12, Finchley 0991. [C2053]

PHILIP RICKARDS, Ltd., offer:—  
1954 Ford Consul, 12,000 miles, blue; part exchange; offered terms; 4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051]

WARWICK WRIGHT, Ltd., offer:—  
1953 (December) 1954 series Ford Consul saloon, black and grey with red leather, fitted heater, 3,000 miles; £635.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

PETER BANTOCK CAR SALES offer:—

1951 Ford Consul, moderate mileage, fitted heater and radio; £495.—104, High Rd., Chiswick 7225/2070.

1953 Ford Consul, black, seat covers and heater fitted; £595.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.4. Paddington 0022 (12 lines). [C2052]

1952 Ford Consul, radio and heater, indistinguishable from new; £450.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

1952 Ford Consul, beige and beige, heater; £545. £125 down payment, balance 24 months.

M. H. REED & CO., Ltd., 104, High Rd., Finchley, N.12. Hillside 0560/2355. [C3065]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Ford Consul, low mileage, fitted heater, black; £515.

355, High Rd., Wembley, Middx. Tel. Wembley 4422 and 4423. [C4015]

1954 Consul saloon, green, heater, excellent condition; £665.—Robbins, East Putney, Tel. 1501. [C5010]

1953 Ford Consul, 15,000 miles, black, beige, heater and radio; £590; also 1952, 25,000 miles, radio and heater; £545.

ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., W.2. Aldwych 2266. [C2035]

1953 Consul saloon, green, leather, very nicely maintained car; £575; written guarantee, terms exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford agents, 397-401, High Road, East Finchley, N.2. Finchley 0054/55. [C3063]

1952 Consul, blue/brown, heater, twin spotlamps; £550.—Home County Motors, Stanmore-le-Hope 2154. [B596]

1953 Consul, 21,000 miles only, heater, one owner, good running condition; underoffer value £395. 4.Z. Motors, 100, Palmerston Rd., N.W.8. Mai 4725. [C1011]

£650.—1954 (March) Ford Consul saloon, Bristol 12,000 miles, beige, leather upholstery, heater, £665; h.p. facilities; £125 down payment.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2265. [C1010]

WHY second-hand? New Consul convertible from 1952, 12,000 miles, £550.—Denham Motors, Ltd., Uxbridge Rd., W.5. Ealing 1479. [B585]

1954 model Consul, Dorchester grey, heater, etc., guaranteed genuine 6,000 miles, absolutely new in every detail; £635.—Palmer's Green 8177. [B795]

## FORD CONSUL

1953 Consul saloon, black with red leather, heater, spotlamp, one owner, 16,000 miles, guaranteed; £625.—54 Ford Consul, colour beige, heater, one owner, 12,000 miles, immaculate throughout; £625.—L. F. Dove, Ltd., 69, Broadway, Wimbleton, S.W.19. Liberty 556. [C1077]

1954 heater, one owner, 9,000 miles; £625; exchanges.—Naylor & Root, Ltd., 23, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2525. [C3022]

1953 Consul, November 1953, leather radio, heater, one owner, small mileage; choice of 5 Consuls; terms, exchanges; flat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

CONSUL, 1953, 1500 miles, £565; 1952, red, leather, overriders, twin fog and spot, Consula manifold, Rimbellisers, armrests, wing mirrors, etc. immaculate and mechanically perfect, only owner; £630 n.o.v. inspection by appointment.—Collindale 2689. [C3062]

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloon, grey/red, black/red, low mileage, heater, one owner, choice 4 from £619; 1953, grey/red, low mileage, heater, covers; £599; 1952, black/brown, heater, choice 2 from £599; 3 months' guarantee; terms, exchanges, lists.—Stokewell Rd., S.W.9. Brixton 251. [C3062]

Ford Consul Cars Wanted

D  
M  
DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. [W1062]

R  
R. OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A. ALMOST new Consul required immediately.—54, Stamford Hill, S.W.2. Tulse Hill 2676. [C4016]

FORD CONSUL buyers, Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018]

## FORD ZEPHYR

W  
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 Zephyr Six saloon, Dorchester grey, with red leather upholstery, heater, radio, one owner, excellent condition; £620.

1953 Zephyr Six saloon, Dorchester grey, red leather upholstery, heater, excellent condition; £555.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

FORD ZEPHYR

W  
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—  
1955 Zephyr, delivery mileage only, finished cream with beige leather and heater; offered at £50 under list price of fair offer; terms, exchanges.—Highams Park Garage Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7208/2031.

BENTWALLS, Ltd.

1953 Ford Zephyr, leather, heater; £610.—Kingston-on-Thames, Kingston 1001. [C1093]

CAR MART, Ltd.

1953 Ford Zephyr saloon, heater, black with red leather, upholstery; £595.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011.

RAYMOND WAY.

RAYMOND WAY, East London branch.

1953 Zephyr, special finish in Zodiac colour scheme of eau-de-nil and black, with red leather, hosts of extras including heater, rim embellishers, long-range head lights. Notex spot, wing mirrors, Town and Country type seats; £595; one owner, low mileage; £599. £126 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. [B223]

NEWNHAMS, Ltd.

1953 Ford Zephyr saloon, grey one owner; £595.

NEWNHAM, Hdse. 235-7-9, Hammerton, Rd., London, W.6. Riverside 4646. [C3024]

METCALFS & MUNDY, Ltd.

1954 Ford Zephyr, radio and many expensive extras, 16,000 miles; £650.

METCALFS & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

H. BEART & Co., Ltd., offer:—

1953 Ford Zephyr, saloon, one owner, excellent condition; choice of 2; £625—102, London Rd., Kingston-on-Thames, Kingston 348. [C1031]

GLANFIELD LAWRENCE offer:—

1954 Ford Zephyr, one owner, 10,000 miles, Portmash land grey, heater, radio, reversing lights, many extras; £725—407, High Rd., N.12. Finchley 0091. [C3065]

CHARLES FOLLETT, Ltd., offer:—

1954 Ford Zephyr saloon, beige, leather, heater, radio, excellent condition throughout, guaranteed; £625; h.p. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C3010]

SERVICE: Works and Stores: Barnetdale Yard, off Elgin Avenue, W.9. Cunningham 2936. [C3010]

W  
W. WARWICK WRIGHT, Ltd., offer:—

1953 (December) 1954 series Ford Zephyr Six, black, with red leather, fitted heater, £595.

W. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

WHY second-hand? New Zephyr saloons and convertibles from stock, choice of 7.—Sharwood Motors, 32, Unbridge Rd., W.5. Ealing 1475. [B585]

## FORD ZEPHYR

GUY SALMON AUTOMOBILES offer:—

1953 Ford Zephyr saloon, blue/pale blue leather, heater, 15,000 miles, faultless condition; £625.

1953 Ford Zephyr, black/leather upholstery, stereo, heater, 20,000 miles, one owner; £685. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

A. LLAN TAYLOR MOTORS, Ltd., offer:—

1952 (October) 1953 model Ford Zephyr, green, heater, 18,000 miles; £575.

1953 Ford Zephyr, black, heater, 15,000 miles; £615. (September) 1953 Ford Zephyr, black, 15,000 miles; £655; 1954 (model) Ford Zephyr, green, heater, 10,000 miles; £685.

HIGH St., Wandsworth, S.W.16. Tel. Vandyke 4433-4. (June) 1953 Ford Zephyr, black, heater, 18,000 miles; £640.

1953 Ford Zephyr, Dorechester grey, leather, very sound car; £605.

HAROLD SIMONS, Ltd., Ford agents, 397-401, High Road, East Finchley, N.2. Finchley 0052-53-54. (September) 1953 Ford Zephyr, green, leather, heater, etc.; £595.

ABERDEEN WORKS, Kenton. Tel. Wordsworth 1800-5 (5 lines). (October) 1953 Ford Zephyr, grey, leather, heater, etc.; £595.

M. ALMOST new Consul required immediately.—54, Stamford Hill, S.W.2. Tulse Hill 2676. [C3016]

ZEPHYR, grey, 1953, low mileage, immaculate throughout; £625. (November) 1953 Ford Zephyr, black/red, 2,000 miles, in excellent condition; £625—Primrose 6668.

PHILLIPS MOTORS.—Ford Zephyr, Sept., 1953. One owner, radio, heater, leather upholstery, radio, etc.; £595.

HILLWOOD MOTORS.—Ford Zephyr, Sept., 1953. One owner, radio, heater, leather upholstery, radio, etc.; £595.

1953 (late) Zephyr saloon, green, heater, £635.—Pantiles Service Garage, London Rd., Bromington 1333.

FORD Zephyr, 1951, low mileage and very carefully maintained; fitted with radio and heater, sealed and in 100% condition; £525—Primrose 6668.

PHILLIPS MOTORS.—Ford Zephyr, 1951, black/red, 1,000 miles; £535; also 1953 Ford Zephyr, 2,000 miles, in excellent condition; £625—Primrose 6668.

HILLWOOD MOTORS.—Ford Zephyr, Sept., 1953. One owner, radio, heater, leather upholstery, radio, etc.; £595.

1953 (late) Zephyr saloon, black with red leather, radio, heater, spot lamp, etc., one owner, 9,000 miles; £635.

ROSE & YOUNG, Ltd., offer:—1955 Ford Zephyr, 2,000 miles only, power operated hood, radio, heater, green; £695. (September) 1953 Ford Zephyr, 2,000 miles, in excellent condition; £625—Primrose 6668.

TANKARD & SMITH, Ltd., offer:—1954 Ford Zephyr, 1953, fawn/red, one owner, heater, low mileage, windscreen, front/rear wings; £625.

1953 Ford Zephyr, 1953, fawn/red, one owner, heater, low mileage, windscreen, front/rear wings; £625.

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. [B223]

FORD ZEPHYR Cars Wanted

D  
M  
DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. [W1062]

A. ALMOST new Zephyr required immediately.—54, Stamford Hill, S.W.2. Tulse Hill 2676. [C3016]

LOW-MILEAGE Zephyr convertible, 3 carburetors, overdrive preferred.—Chamberlain, Streatham, Ely.

R. OWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD ZODIAC

W  
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Zephyr, Zodiac saloon, grey/green combination, one owner, mileage 14,500, immaculate; £685.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—New Zodiac from stock.—Shawfield Motors, Ltd., 32, Unbridge Rd., W.5. Ealing 1475. [B585]

1954 Zodiac, grey and green, 11,000 miles, guaranteed; £725.

WHY second-hand? New Zodiac from stock.—Unbridge Rd., Cedar Rd., Berkhamsted, Herts. Tel. 1190.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZODIAC

H. BEART &amp; Co., Ltd., offer:-

**1954** Ford Zodiac saloon, one owner, low mileage, beautiful condition throughout, choice of 2; £750. Tel. 102, London Rd., Kingston-on-Thames. [C1061]

WANSTEAD MOTORS, Ltd., offer:-

**1954** Ford Zodiac, 15,000 miles, grey and green, immaculate condition; £755. [C1062]

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7.

**1955** Zodiac, 3,000 miles, as new; £800. SCOTT CARS, 347 Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676.

HOLLAND PARK AUTOMOBILES offer:-

**1954** Zodiac, 19,000 miles, cream and green, fitted overdrive and all usual extras, one owner, wonderful condition; £795.—142, Holland Park, W.11. Park 2626.

H. M. BENTLEY &amp; PARTNERS, Ltd., offer:-

**1954** (October) Zodiac, grey/green, 5,700 miles, Servals exhaust system; £785.

9, Albermarle St., London, W.1. Tel. Grosvenor 5551.

CARTWRIGHT HAMILTON CARS, Ltd., offer:-

**1954** Zodiac, finished in dual green and grey with grey upholstery, a carefully used low-mileage car fitted with many extras; £745.—London Office, 282, Kensington High St., W.14. Wes. 0207.

**1954** Ford Zodiac, cream and cream, 7,000 miles only, excellent chauffeur maintained since new; £765. HAMILTON MOTORS (LONDON), Ltd., 469, Edgware Rd., London, W.2. Paddington 0022 (12 lines).

**1954** Zodiac, grey/green, low mileage, one owner, spare unused, immaculate; £785; another, grey/blue, radio, 10,000 miles, one owner; £785. IPCO Ltd. (Zodiac purchased) 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1954** 55 Ford Zodiac, 4,000 miles, radio, heater, immaculate condition; £825. Simeon, Marcus, Ltd., 3, Sloane St., S.W.1. Tel. Sloane 3557/6970.

**1955** (January) Zodiac, blue with blue grey leather, heater, taxed to December, genuine mileage 1,160, an attractive well maintained car, perfect condition; £825. White's of Acton, Ltd., 275, Acton Vale, London, W.3. Sla. 5355. [C335]

Ford Zodiac Cars Wanted

**£800** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

## FORD (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1950 Pilot saloon, blue, blue leather upholstery, heater, radio, spot lamp, excellent condition; £365.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GUY SALMON AUTOMOBILES offer:-

**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1949** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

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FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

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**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

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DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GUY SALMON AUTOMOBILES offer:-

**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1950 Pilot saloon, blue, blue leather upholstery, heater, radio, spot lamp, excellent condition; £365.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

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**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

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**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1950 Pilot saloon, blue, blue leather upholstery, heater, radio, spot lamp, excellent condition; £365.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GUY SALMON AUTOMOBILES offer:-

**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1950 Pilot saloon, blue, blue leather upholstery, heater, radio, spot lamp, excellent condition; £365.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GUY SALMON AUTOMOBILES offer:-

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**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

**1948** Ford V.8 Pilot saloon, leather, radio, heater, tax'd; £295.—Stearns & Co. (Car Sales) Ltd., 254, Eboron Rd., S.W.3. Ken. 0081. [C8486]

**1950** Pilot, black, radio, heater, leather, reconditioned, an exceptional car; £345.

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

FRAZER NASH Cars Wanted

**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1950 Pilot saloon, blue, blue leather upholstery, heater, radio, spot lamp, excellent condition; £365.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1072]

METCALFE &amp; MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

GUY SALMON AUTOMOBILES offer:-

**1950** Ford Pilot saloon, green, radio and heater, recently fitted reconditioned engine; £395. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

**1950** Ford Pilot, black and brown leather, heater and radio; £365. £90 deposit, balance 24 months.

MCLEAREN &amp; COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3065]

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**1950** or more for 55 Zodiac, under 1,000 mls., new. Considered if under list.—White, Broadway, Ripley, Derby. [C8742]

FRAZER NASH (V.8)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

PHENIX MOTOR CO. (SURREY), Ltd.  
FOR all Rootes Group products.

**1954** (Jan.) Hillman Minx Mk. VII saloon, black with light brown upholstery, fitted heater, one owner, 12,000 miles on; £635.

**1953** Hillman Minx Mk. VI saloon, black, red interior, low mileage, choice of several from £560.

**1950** Hillman Minx Mark IV saloon, black; £445.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 11211.

HENDON CENTRAL GARAGE, Ltd., offer:—

**1953** Hillman Minx saloon, 11,500 miles, fitted heater, tax paid; £610, choice of 2.

Hillman Minx saloon, finished in claret, tax and fitted heater; £555.

**1951** Hillman Minx drop head coupe, choice of 2; £445.—Watford Way, Hendon Central, N.W. 4. Tel. Hendon 11211. [C2044]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

**1940** Hillman 10 saloon, £245; 1949 (September) Hillman 10, immaculate, £435.—535, High Rd., Wembley, Middlesex. Tel. Wembley 4422. [C4015]

HILLMAN Minx saloon (April, 1952), black, beige leather; £495.

TRASTONE, 40, Berkeley St., W.1. (Mayfair 4404)

**1955** Minx de luxe saloon, with heater, works mileage; £755.—Chalfont St. Giles 439. [C1854]

Estate car, steering gear change 6 doors; £275. o.n.o.—Greenwich 2905.

**1948** Hillman Minx black, 50,000 miles, excellent condition.—Salmons Garage, Ltd., Parliament St., Nottingham. Tel. 46561. [C0524]

**1950** Hillman Minx, grey, carefully used, Roots agent maintenance (£140 bills available). Box 2625.

**£425** 1949 Hillman 10 drop head coupe, magnificent and beautiful car in outstanding condition.—Below.

**£535** 1952 series Hillman 10 drop head coupe, only one owner, 10,000 miles on; £535.

**£195** 1952 Hillman Minx de luxe saloon, most beautiful specimen, choice also 938 model.—Below.

**£325** 1947 Hillman Minx de luxe saloon, outstanding condition, just like new, choice two; £325.

AMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

**MINX**, latest model, ohv, grey with red leather, heater, very nice, 4,000 miles; £670.—19, St. Patricks Rd., Coventry. [C1635]

1955 model Hillman special Mark VIII (October, 1954), black, under 600 miles; £685.—Sanderson 1538.

**1954** Hillman Minx Mark VII, black, under 2,000 miles as new; £625.—Haskins, Lahore 1155.

**3500** miles only, Californian Hardtop, many extras; £715.—Shaward Motors, Ltd., Uxbridge Rd., W.4. Tel. 4775. [C1856]

**£195** 1940 Hillman Minx de luxe saloon, war appearance; £65 down.—Bray Motors, 180, West End Lane, N.W.6. Hampstead 6490. [C1924]

**1952** Minx (grey) saloon, heater, one owner, 10,000 miles, £635.

Rectory Gardens, Cranham, Tel. Upminster 4470.

**1954** model Minx, in immaculate condition, one owner, regularly serviced, with heater and many other extras included; £630. Tel. Leigh (Farnham) 73101. [C1849]

**1952-3** (October) saloon, new engine just fitted, beautifully clean; £515!!!—A.Z. Motors, 100, Palmerston Rd., N.W.1. Tel. 725. [C1849]

**1954** Hillman D.117 convertible coupe, red and cream leather, heater, 19,000 miles, excellent condition; £650.—W. H. Lee & Co., 21, High St., Ware, Herts.

**1954** Hillman Minx drop head coupe, heater, 19,000 miles; £650.—British & Colonial Motors, Ltd., 13, 14, Upper St. Martin's Lane, London, W.C.2 (Adl. Leicester Square Tube Station). Temple Bar 3588.

**1954** (August) Hillman California, grey, blue, red leather, whitewall tyres, 19,000 miles, £650.

Continental model, 1-h.d.; £625.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.1. Kensington 4858. [C1826]

**1953** (Sept.) Hillman estate car, genuine 15,000 miles, one owner, used for private purposes, in excellent condition; £655. R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C5011]

TANKARD & SMITH, Ltd., offer 1953 Hillman Minx Mk. V, 1000 c.c., 15,000 miles, £625.

Very carefully maintained, in spotless condition; £525. 3 months' written guarantee.—194/194, Kings Rd., Chelsea, S.W.3. Florian 4801. [C1825]

**1952** Hillman Minx Mk. V convertible, blue with red interior, very neat, beautiful condition, whitewall spot lamp, door wing mirrors, heat, screen wipers, five excellent tyres; £525.—Garage Service Co. Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 6602. [C2019]

**XXX** 1954 series Hillman Mark VII saloon, very low mileage, one owner car, absolutely as new in appearance, twin wing mirrors, Ace Rumbelathers, blue with fawn upholstery, supplied and serviced by us since new—the sort of car you hope to find—written guarantee; £625; terms, exchanges, etc.—Stockwell Rd., Brixton 6251. [C2005]

PRIDE & CLARKE, Ltd.—1954 Hillman Californian saloon cream/red, 6,000 miles, heater, one owner, £649.

1954 saloon, claret/beige, 6,000 miles, one owner; £649.

1953, 1952, 1951, black/red; £569; 1951, black/brown, heater, covers; £659.

1954 coupe, grey/red, 6,000 miles, heater, one owner; £649; 3 month guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068]

HILLMAN HUSKY

Hillman Husky, as new, with accessories; £625.—Tel. Howe 5353. [C1895]

**1955** Husky (works mileage), heater, taxed; £645.

—Boleyn Ave., Margate. Thanet 51441. [C2067]

## Hillman Cars Wanted

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

**CAMDEN MOTORS.** The limousine specialists, offer the following Humber Pullmans and Imperials—

**HUMBER** Pullman limousine, late 1952 Mark III in leather throughout with heater and radio built-in; one private owner and literally faultless throughout; £1,495.

**HUMBER** Pullman limousine 1952, also in leather with heaters and screenwashers, another one-owner car, tax'd privately; £1,445.

**HUMBER** Pullman limousine 1952, standard type up-holstered, heater and H.M.V. radio, moderate mileage; £1,395.

**HUMBER** Pullman limousine 1951, Mark III series, most immaculate one-owner specimen, heater and radio; £1,295.

**HUMBER** Imperial 1951, black, red leather interior, proper local title history, other cars in daily use, superb specimen; £1,095.

**HUMBER** Pullman limousine 1950, Mark II, special leather upholstery model, excellent order; £995.

**HUMBER** Pullman limousine 1950, similar to above but with different upholstery, one previous owner, heated seat covers; £945.

**HUMBER** Pullman limousine 1949, with heater and radio, recent full mechanical overhaul by Rootes agents; £845.

**HUMBER** Pullman limousine 1948, in black, attractive condition and reasonably moderate mileage; £795.

**HUMBER** Pullman limousine 1948, smart razor-edge body just recoloured black, genuine small mileage, car enjoyed for 10 years; £695.

**HUMBER** Pullman limousine 1947, similar model to above, leather throughout, very good order; £565.

**HUMBER** Pullman limousine 1949 (reg.), ex-Ministry car of 1944 production, very carefully reconditioned throughout and in equally attractive condition to most 1949 models; £495.

**CAMDEN MOTORS**, the limousine specialists, Leighton Buzzard 2041. Write for Special Catalogue. Showrooms open until 8 p.m.

**HUMBER** Super Snipe saloon with division (April, 1952), beige leather, heater; £575.

**STRATSTONE**, 40, Berkeley St., W.1. (Mayfair 4404.)

**HUMBER** Hawk 1947, garage maintained, excellent throughout; £500.—Box 2609.

**LAUREL HEARSE** Hearse. HP. Chassis with Broad New Deck & Bearer Bodies. From £120. Brochures Available.

**A LPE & SAUNDERS (COACHBUILDERS) LTD.**

A Station Approach Kew Gardens. Richmond 1106.

1951 model Super Snipe, heater, many more extras, excellent condition; £475.—Cavendish Motors, Cavendish Rd., N.W.8. Wilestead 0046.

1953 Humber Hawk saloon, black, immaculate condition, open top, same year; £625.

Dove Ltd., Guildford Rd., Woking. Tel. Woking 1282.

1952 Humber Hawk saloon, black, beige leather upholstery, recorded mileage 30,000, fitted heater, taxed in excellent condition.

**DEANHAM SERVICE STATION**, Ltd., Denham, Tel. Denham 5664.

1953 (Sept.) Humber Super Snipe saloon, Alpine mist, with red leather, heater and radio, one owner since new, immaculate condition; £625.

**MELSTROM SERVICE LTD.** 1A Reg'd. Bldg., M. Rd., Bexleyheath, Erith 2232.

!! 1953 Humber Hawk, in grey with red leather upholstery, fitted heater, superb specimen by local agent; £725.

£545 1953 Humber Super Snipe saloon, one owner car in black/red leather, outstanding condition.

£595 !! 1954 Humber Super Snipe Tickford drop head 4/5-seater coupe, magnificently appointed, this very rare semi-immaculate paint finish, rich leather upholstery of almost brand new appearance, the whole car superbly maintained and in the finest possible mechanical order.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m.

1952 Humber Hawk saloon, in excellent condition, 16,000 miles; £595.—John Whalley Ltd., London Rd., Bishop's Stortford. Tel. 181-41.

1952 Humber Hawk, in black/red, fitted low mileage, exceptionally good condition; £615.—John Trigg, Ltd., Esher 2255.

1954 (April) Humber Hawk saloon, black/red, heater, under 10,000 miles; £775.—Dobsons, Ltd. (Humber agents), Staines 801.

£565 !! 1951 Humber Hawk, de luxe saloon, in excellent condition, 16,000 miles, new paint finish, we mean that, can probably look and run like 1954 model, we think it's the finest we have had; choice 2 others.—Below.

£425 !! 1948 Humber Hawk, de luxe saloon, beautifully maintained vehicle in spotless condition; 3 months' guarantee; hire purchase; exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423 High Rd., Finchley, N.12. Finchley 6221. (East Finchley 7795.) Tel. 1949.

**G & M** enclosed drive Pullman limousine, above average condition.—6-7, Warren St., W.1. (C1005)

1951 Humber Pullman limousine, 30,000 miles, 1st owner, one owner; £1,250.—Clayton's Cars (London), 17, Bruton Place, London, W.1. Tel. Mayfair 4578.

1951 (Nor.) Humber Hawk, excellent throughout, heater, one owner; £545, guaranteed.—Kirkaldy Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128.

1953 (Sept.) Humber Hawk saloon, grey/red, one owner; £695; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Common). Tel. 2022.

'49 (July) Humber Super Snipe Tickford convertible black, brown hide interior, heater, new tyres all round; remarkable value at £525.—Brent Cross Garage, Hendon Way, London, N.W.4. Tel. 1196.

1950 Humber Super Snipe saloon crystal green, H.M.V. radio, heater, mats, new tyres, perfect condition; £435.—H.P. arranged privately, £ deposit if required, exchange—Fairlands 9420.

1946 Humber Super Snipe saloon black, very good condition throughout; £195.—Garage Service Co., Ltd., 20, Finchley Rd., Golders Green, N.W.8. Speckwell 8692.

1952 model Humber Super Snipe, one owner, bronze, red upholstery, very low mileage, exceptional condition throughout; £585. B. & H. Motors, 1464-8, High Rd., Whetstone, N.20. Tel. Hillside 6671. (C1020)

## HUMBER

**CASS'S MOTOR MART**, 1951 Humber Super Snipe 53,000 miles, one owner; £565; written guarantee; 5 Warren St., W.1. Euston 4110. (C1040)

1949 Humber Super Snipe, black, brown leather, moderate mileage; bargain; £365.—Silverthorne Motors, Ltd., 11, Fitaroy Square, W.1. (C1011)

**HUMBER** Snipe 1957, absolutely perfect throughout, make good hire car, fitted heater, over £200 repairs last few months; £175.—Portland Court Garage, Great Portland St., W.1. London 65 7111.

1938 Imperial saloon with division, guaranteed total mileage 38,600, company director's chauffeur-driven car and really immaculate throughout; £375.—Campbell Symonds, Wembley 6262.

**R** Snipe, low mileage, fitted heater, beautifully in car, grey; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (C1057)

1951 Humber Super Snipe, 1952 Model, II saloon, satin bronze, red leather, H.M.V. radio, heater, one owner, carefully used; terms; exchange list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6010.

1952 Humber Super Snipe, black body, forward facing occasional, division, blue hide upholstered interior, in excellent original condition throughout, works maintained from new, one owner; £1,000.—Talbot 16, Mayfield Gdns., Worcester Park, Surrey. Tel. 9752.

1953 Limousine Seven Seaters, Pullmans and Imperials, with Guarantee Certificate.

**A & S** Seven passenger, forward occasions, heater, front and rear, leather throughout, 27,000 miles.

1953 Humber Super Snipe, black body, forward facing occasions, division, blue hide up-

holstered interior, works maintained from new, one owner; £1,000.—Talbot 16, Mayfield Gdns., Worcester Park, Surrey. Tel. 9752.

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£250—1939 Humber Pullman, black body, forward facing occasions, division, blue hide up-

holstered interior, in excellent original condition throughout, works maintained from new, one owner; £1,000.—Talbot 16, Mayfield Gdns., Worcester Park, Surrey. Tel. 9752.

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## JAGUAR

**HENLYS**, Ltd.

**HENLAND'S** Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 2287.)

**HENLY** House, 385, Euston Rd., N.W.1. (Euston 4444.)

**DENTON** st.

**MANCHESTER** (Blackfriars 7043).

**BRISTOL** (Bristol 2126).

**BOURNEMOUTH** (Bournemouth 6314).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**HOUNSLAW** (Hounslow 3454).

**FINCHLEY** (Finchley 0081).

**GREAT** West Rd. (Ealing 3477). Official Jaguar Service Station.

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS**, Ltd., England's Leading Motor Agents. (0207/R)

**BENTALLS**, Ltd.

**1953** Jaguar Mark V, black, tan upholstery; £1,001. JACK ROSE Ltd. offer:—

1953 model. £1,000. (Kingston-on-Thames 1001.)

1954 Jaguar Mark VII, guaranteed 4,000 miles only, and as brand new, many extras and specially built to owner's specifications, dark green, and red hide, sun roof, Whitewall tyres, unused since August 1954, accept £1,295.

1952 model XK120, silver and grey, most attractive, unmarked; £1,795.—Stafford Rd., Watlington, Surrey. (Walton-on-Thames 6777/Burgh Heath 2378.)

**GREAT WESTERN MOTORS**.

OFFICIALLY appointed Jaguar dealers

1955 Mark VII M saloon, fitted overdrive, dark blue, blue hide; this car has done less than 1,000 miles and is in every respect as new; offered at saving of nearly £200 on list price; £1,565.

1954 Mark VII black, red hide, one owner, fitted overdrive, dark blue, blue hide; this car has done less than 1,000 miles and is in every respect as new; offered at saving of nearly £200 on list price; £1,565.

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1954 Mark VII, black, red hide, one owner, fitted overdrive, dark blue, blue hide; this car has done less than 1,000

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JAGUAR retail dealers

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JAGUAR 1955 M-type saloon, dove grey.

JAGUAR XK120 fixed head coupe, suede green.

JAGUAR 1951 XK120 fixed head coupe, cream with red.

JAGUAR Mark VII Type M saloon 1955 (registered 1956) black, with blue leather.

JAGUAR 1955 Mark VII, beige with beige leather.

JAGUAR 1952 Mark VII saloon, black with brown, fitted radio.

JAGUAR 1952 Mark VII saloon, black with brown, fitted radio.

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PROUD members of the Swain Group.

THE car you want—the Swain Group can locate and deliver.

31 London Rd.,

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TEL. Sales 6575-1. Service 78669.

[C2087] WOKING MOTORS (MAYBURY HILL), Ltd.

1947 1½-litre Jaguar special equipment saloon, beige and red, in exceptional condition; £425.

Woking 4275. Tel. 2207. [C4057]

H. A. SAUNDERS Ltd., Golders Green, offer:

1948 Jaguar 1½-litre, sunshine special equipment saloon, air conditioned, heater, grey/grey upholstery, many extras, beautifully maintained, highly recommended; £400.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (in lines). [C4004]

CARTWRIGHT HAMILTON LTD., offer:

1953 Special equipment XK120 drop head coupe, finished in cream with red upholstery, exceptional condition—London Office, 282, Kensington High St., W.14. Wes. 0207. [C4018]

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:

1954 Jaguar Mark VII saloon, complete with overdrive, fitted with radio, 10,000 miles, colour black with red leather upholstery; £450.

C. COOMBS &amp; SONS (GUILDFORD), Ltd., offer:

1948 Catherine 4, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 6207. [C1057]

D. J. SHEPHERD &amp; CO. (ENFIELD), Ltd., offer:

CHOICE of two 1953 Mark VII Jaguar saloons, black with cream interior, excellent condition throughout, from £1150.—D. J. Shepherd &amp; Co. (Enfield), Ltd., 436 Hertford Rd., Enfield. Howard 1651.

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), offer:

THE racing, late 1953, 160 mph 2-seater, works maintained.

ARD-TOP XK120, regd. May, 1953, black, red leather, new tyres, heater, windscreen washers, low mileage, unmarked.

XK120 1951 one owner, ivory, red leather, modified, unmarked; £775.

S. 100 2½, reg. 1941, dual exhausts, new tyres, many extras, low mileage, specimen; £435.

XK120 drop head coupe 1951, one owner, neg. radio, heater, windscreen washers, past lamps, spot lamp, tyres unmarked.

CLIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

JAGUAR 1½-litre, 1951, one owner, excellent £425.

EXNMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. 5066-7. (50s) Holland Park Tube. Exchanges, h.p. [C1017]

BUYING? Selling? Performance Cars are your business—Phone 489. [C3041]

CAMDEN MOTORS offer the following high-class Jaguars from their stock of 500 cars:

JAGUAR Mark V saloon, very late 1949, black, tan leather interior, heater, extremely good condition; £595.

JAGUAR 3½-litre saloon, 1948, just resculptured and serviced throughout in our workshops, moderate total mileage; £395.

JAGUAR 1½-litre Special Equipment saloon, 1948, fitted heater and discs, genuine one owner car, carefully used and serviced throughout by Jaguar agents; £445.

JAGUAR 1½-litre Special Equipment saloon, 1946, a sound, reliable car of attractive appearance and in original condition throughout; £395.

CAMDEN MOTORS, 1, Clarendon Road, Bayswater 2041. Write or telephone—Showrooms open until 8 p.m. [C1055]

CRES offers 1951 Jaguar XK120, ivory, complete

overhaul, reconditioned engine; £750.

CRES AUTOS, Ltd., 10 &amp; 11, Ascot Parade, S.W.4. Tel. 2207. [C1002]

CLAND &amp; FABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481/2/5. offer:

1938 2½-litre Jaguar saloon, finished black, excellent condition throughout; £195; maximum hire £1.50 per week.

1952 Jaguar Mark VII saloon, finished silver grey, red leather, radio, screen washers, immaculate condition; £955; maximum hire purchase terms available.

1955 model Jaguar Mk VII type M saloon, £1000.

covers, 105, 950 m. only, attractive price also (July) Jaguar Mk VII saloon, covers, spotlights, etc. 4,500 m.; 4 months' guarantee; £1,275.—Green &amp; Zonis, Ltd., 246/252, Deansgate, Manchester, 2. Tel. Deansgate 3326. [C1056]

G &amp; M ALFRED (1936) Ltd.—1952 Jaguar G &amp; M Mark VII, extras, above average condition.

1953 Jaguar XK120, hard top, late modifications with chassis, above average condition; £775.

Warren St., W.1, Euston 3268. [C1005]

1953 Mark VII black with tan leather, heater, Rubba-based, one owner since new, supplied and maintained by us, most carefully used; £1,045.

K. J. MOTORS, Ltd., Bromley, Kent. 3456.

1953 Jaguar Mark VII, extras, above average condition.

1953 Jaguar XK120, top late modifications with chassis, above average condition; £775.

Warren St., W.1, Euston 3268. [C1005]

1953 Mark VII black with tan leather, heater, Rubba-based, one owner since new, supplied and maintained by us, most carefully used; £1,045.

K. J. MOTORS, Ltd., Bromley, Kent. 3456.

1953 Jaguar Mark VII saloon, green, tan hide up-holstery, radio, heater, one careful owner, first reg. May, £1,025.

PANKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [C3082]

## JAGUAR

1936 Jaguar 2½-litre saloon, exceptional condition; £165; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

A spare parts service—Bottomgate Motors, Ltd., Bolton Rd., Darwen, 1774. [C0742]

1947 Jaguar 2½-litre saloon, guaranteed; £225; £165.

ments—Oldfield 386, Kensington High St., W.14. Wes. 6631. [C5029]

£165—1952 7 Jaguar 2½-litre saloon, in good condition; terms—Autospa, 5, Balham, London SW.12. Tel. Balham 1099. [C1009]

1953 (October) Jaguar Mark VII saloon, black, fitted wireless, spotless condition; £295. [C1062]

F. L. Crannmore, Ltd., Tel. Potters Bar 2040. [C4074]

1953 Jaguar Mk. VII saloon, grey radio, perfect order; £175 or less. Dunlop Road Speed Co., Ltd., Dorking 2250. [C1036]

BEARS OF KINGSTON, Jaguar specialists, sales, spares, repairs—102, London Rd., Kingston. Tel. King 3346. [C081/R]

JAGUAR 1949, Mark V, new engine 17,000 miles, excellent condition, gunmetal, heater, carefully used; £565. Byron 6173. [C771]

£295—1947 Jaguar 5½ saloon, genuine car, trial welcomed, terms—Traynor Motors of Hants. Hants. Grangeview 2550. [C4052]

1953 (January) Jaguar Mark VII saloon, black, one owner, new, tyres; £350. [C4062]

XX120—1951 silver green, 24,000 miles, one owner, new, tyres; £350. [C2056]

49s—1952 Jaguar 2½-litre saloon, immaculate; £250. [C4051]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below. [C4052]

1953 Jaguar XK120 convertible, white, radio, heater, screen washers, twin spotlights, and numerous other extras, immaculate and faultlessly maintained; £1195. Below.

1953 XK120 Hardtop, white, immaculate, splendid 1952—1953. [C4053]

1939 Jaguar 3½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4054]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4055]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4056]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4057]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4058]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4059]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4060]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4061]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4062]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4063]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4064]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4065]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4066]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4067]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4068]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4069]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4070]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4071]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4072]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4073]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4074]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4075]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4076]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4077]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4078]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4079]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4080]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4081]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4082]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4083]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4084]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4085]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4086]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4087]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4088]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4089]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4090]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

1953 Jaguar 2½-litre drop head coupe, dual tone black and beige, splendid appearance; £285; unique guarantee; terms, part exchanges or motor cycles—58, 52, Dudden Hill Lane, N.W.10. Willesden 4686; also at 1779, North Circular Rd., N.W.10. [C4091]

JAGUAR 1951 2½-litre saloon, sliding, carefully used; £1195. Below.

## JAGUAR

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR Spares and Service

**PEERLESS MOTORS**, Ltd., main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd, Slough. Tel. 22394.

**LEX GARAGES**, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Petty Avenue, Wembley. Arnold 454-5.

**DISMANTLING** six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 88, 20, 1933 and 1934 2½-litre, radio, heater, service parts, Morris 1934, Leasowe Rd., Wallasey.

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**1952** (first reg.) Jeeps, all types; spares—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345.

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**BRITAJEES**—Jeep specialists now offer the first diesel powered Jeep, fitted with new Perkins P.4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to:

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**REEDLEY**, Jarrow (Tyneside) agents to makers'; own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below).

**UNIVERSAL CAR DISTRIBUTORS**, LTD., LONDON, W.1.—Jeep spares, home and export. 1955 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices, exchange plan engine, gear box, clutch, etc., noted for all American spares—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. 0850.

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**B**ROOKLANDS, Jensen distributors.

**L**ATEST 1955 Interceptor saloon and coupe available, demonstration.

**1954** Jensen Interceptor saloon, 7,000 miles.

**1951** Jensen 4-litre 4-door saloon, radio, heater.

**BUY** or sell with confidence; cars purchased for cash.

**103**, New Bond St., London, W.1. Mayfair 8351.

## JOWETT

**W**ELBECK MOTORS, Ltd., for Jowetts:—

**1953** Javelin de luxe, black with brown hide, 10,000 miles only, this is the first genuine identical to new Javelins we have been able to offer for some months; possibly it is the last such Javelin in the country to-day: £695.

**1953** (1952) Javelin de luxe, grey with red hide, Series III: £595.

**1953** Javelin de luxe, black with red hide, radio, high compression engine: £575.

**1952** Javelin de luxe, maroon with beige hide, engine reconditioned, virtually as new: £550.

**1950** Javelin de luxe, black, radio, screen washers;

**WELBECK MOTORS**, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far. the largest Jowett agents in the country.

**CAR MART**, Ltd.

**1953** Jowett Javelin de luxe saloon, heater, metallic grey with red upholstery: £615.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212.

**COACECRAFT** offer:—

**£545** o.n.o.—1953 Javelin saloon de luxe, one local owner from new, very low mileage and practically as 'ew' in every respect; cannot be faulted by the most discriminating purchaser; money back guarantee; terms to suit and exchange—Coachcraft, Elm Rd., Evesham. Tel. 6539.

**CLARKE'S OF FIRBRIGHT**.

**T**HE Jowett Centre of the South.

**1953** Javelin de luxe saloon (first reg. Nov. 1952) grey, red leather. Series 3, one owner, fitted screen washers.

**1951** Javelin saloon, fawn, beige upholstery, recent factory replacement engine, one owner, fitted screen washers: £445.

**1947** Bradford 6-str utility, excellent condition: £225.

24 hr service; we never close; open throughout the week-end.

**PIRBRIGHT**, Surrey Brookwood 2201-2.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:—

**1953** (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended: £585.

**AUSTIN HOUSE**, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 001 (6 lines).

**1949** Jowett Javelin, black and beige leather, heater, etc.: £435. £100 deposit, balance 24 months.

**MCLAREN & COX**, Ltd., 968, High Rd., Finchley, N.12. Tel. Hillside 0560/9553.

## JOWETT

**WOKING MOTORS** (MAYBURY HILL), Ltd.

**1953** (December) Javelin saloon, heater, radio, leather, green and beige: £635.

**1950** Javelin saloon, beige, 17,000 miles, exceptional condition: £450.—Woking 4277-8.

**H. M. BENTLEY & PARTNERS**, Ltd., offer:—

**1952** Javelin de luxe saloon, grey and red leather, H.M.V., radio, 16,000 miles: £550.

**9** Albemarle St., London, W.1. Tel. Grosvenor 5551.

**RICHARDS & CARR**, Ltd., are always best value.

**1953** (July) Javelin de luxe, series III, grey, one owner, heater: £595.

**1952** (April) Javelin de luxe, series III engine recently fitted, one owner, heater: £555.

(January) Javelin, heater, radio, 16,000 miles, superb condition, new tyres: £495.

**35**, Kinnerton St., London, S.W.1. Tel. Sloane 5424.

**SIMPSONS MOTORS** (WEMBLEY), Ltd., English Cars Division.

**1953** Javelin, 27,000 miles, colour beige, heater, defroster, leather upholstery: £535.

**355**, High Rd., Wembley, Middx. Tel. Wembley 4422 and 4423.

**1951** Javelin de luxe, grey, one owner since new, exceptional condition: £475. H. Kirwan, Rington, Great Misenden. Tel. 2552.

**1951** Javelin de luxe, grey with red leather, reconditioned engine; written guarantee: £495.

**399** heater, etc., superb condition throughout; terms, exchanges—Newbury Cars, Muswell Hill, W.N.10. Tudor 5394.

**1949** (model) Jowett Javelin saloon, colour bronze, heater, etc., superb condition throughout; terms, exchanges—Newbury Cars, Muswell Hill, W.N.10. Tudor 5394.

**395** (model) Jowett Javelin, 1951, saloon, leather, heater, good condition; terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

**M**—Pendleton, Manchester, 6. Pen. 3457.

**1953** Jowett Javelin series III de luxe, black, red leather, one owner, 14,000 miles, unusually good condition throughout: £625. exchanges, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 3211.

**1952** Jupiter, green with red leather, heater, screenwashers, fog lamp, full zip tonneau cover, 20,000 miles, one owner, used as second: £525.—Bentall, Garnish Hall, Marlowe Roding, Dunmow, Essex. Tel. Good Easter 224.

**1953** Jowett Jupiter, heater and radiator, one owner from new, condition really exceptional, possibly the finest specimen of its type: £595.—Motorwell, 291, Green Lanes, Palmers Green, N.13. Pal. 5611.

**Jowett Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Jowett—Hampstead (Tube), N.W.3. Ham. 6041.

**W**HM. PARADE MOTORS (MITCHAM), Ltd., 66-67, Monks Road, Mitcham. Tel. Mitcham 3332.

**BUYING?** Selling? Performance Cars are your best bet. Please scan page 48.

**DAVIES MOTORS**, Ltd. (Managing Director J. E. Davies, 20 years service manager to Legonda, Ltd., 41-Litre LG45, LG6 and V12 saloon and coupe models available; detailed histories by request.

**DAVIES MOTORS**, Ltd., 275, London Rd., Staines. Tel. 4211-5.

**1938** 4½-ltr. V.12 saloon de Ville, an excellent specimen: £270. £70 deposit.—Searle 45, Church St., Hampton. Molesey 2142.

**1938** high vision saloon, exceptionally well maintained: £550.—Jacquier, Ltd., 225-7, Hammersmith W.6. Riversdale 5777-8.

**G & M ALFREDS** (1936), Ltd.—1950 Legonda 2½-litre sports saloon, complete history, recorded mileage 30,000 odd, numerous extras, above average condition: £6-7. Warren St., W.1. Euston 5268.

**145** (1952) Legonda, late 1954, 4½-litre Charlesworth, leather head, heater, radio, P.100 headlights, very good condition; terms, exchanges, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

**1939** model Legonda V.12 saloon, recently reconditioned throughout and resplendently green, with radio and nearly new tyres, in beautiful condition; £645; hire purchase arranged; used car considered in exchange.—Herbert Robinson, Ltd., Camberwell.

**1950** Legonda drop head coupe immaculate condition throughout, fitted heater, radio. Ace Rimblathers and many other extras. £950. terms, exchanges, 3 months' written guarantee.—Bath Road Motors, Bath Rd., Cippenham, Slough, Bucks. Tel. Burnham 705.

**1939** L.G. & D. De Ville saloon, maintained in excellent condition, spacious 5-seater, sunshade roof, black with red leather, Motorola radio and heater: £750. Garage prob. necessitates another and smaller model. L.G.6 saloon or coupe considered, basis exchange.—Particulars and history from Earold Kingston, Kendrick Place, S.W.1. Kennington 5257.

**Legonda Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Lazondas—Hampstead (Tube), N.W.3. Ham. 6041.

**Lazonda Spares and Service**

**DAVIES MOTORS**, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Legonda, Ltd.), Specialists in all aspects of service.—275, London Rd., Staines. Tel. 4211-5.

**LANCHESTER**

**STRATSTONE**, Ltd., Lanchester distributors.

**ANCHESTER** II saloon (1952), beige, green leather: £550.

**STRATSTONE**, 40, Berkeley St., W.1. (Mayfair 4404.)

**CASEY'S MOTOR MART**.—1949 series Lanchester 10 saloon, blue, superb condition: £485.; written guarantee: 5, Warren St., W.1. Euston 5523.

**ANCHESTER** Roadrider 13.9 1939, engine recently reconditioned: £275.—Norman Autos, 734-734, London Rd., West Croydon. Thornton Heath 4657.

**1947** Lanchester 1½hp saloon, green, green leather, sunshine roof, a grand little car, in really fine order throughout: £475; written guarantee: terms, exchanges, trade enquires welcomed.

**HAROLD SIMONS**, Ltd., 3901, High Road, East Finchley, N.2. Finchley 0052-53-54 any time.

**1952** Lanchester 14 saloon, finished in black with fawn leather upholstery, 26,000 odd miles, beautifully kept, written guarantee: £950. terms, exchanges.—H. F. Edwards 28/30, Upper High St., Epsom. Surrey. Tel. Epsom 9400.

**1938** Lanchester 1½ Roadrider de luxe saloon, in immaculate post-war condition throughout, runs like a dream car, colour black with gold line and brown hide upholstery, 5 excellent tyres and balanced 225/60, exchanges—Corner Garage, 90, Gorton St., Blackpool. Tel. 26638.

**Lanchester Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Lanchester—Hampstead (Tube), N.W.3. Ham. 6041.

**W**HM. PARADE MOTORS (MITCHAM), Ltd., 66-67, Monks Road, Mitcham. Tel. Mitcham 3332.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**XXX** Lanchester Cars Wanted  
Excellent cash prices paid for good Lanchester cars.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W200]

**A**T the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can "phone or write Ralph Clever, about your Lanchester exchange for a new model.—You can get a good deal at Coventry Motor Mart, Ltd. Tel. 2136-7. [0445]

**Lanchester Spares and Service**  
**CROYDON**—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service—Kidderminster Rd., Croydon 5775. [0629]

**A**RCOF ENGINEERING, Ltd.—Complete overhauls & engineering services. Lanchester cars, presseler gear box exchanges and 48-hour repairs.—160 Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R 7321]

**LANCIA**  
**1936** Lancia Augusta saloon, black and dark blue, in daily use, for quick sale: £145.—Buriton, Tel. Elmbridge 2111. [16706]

**LANCIA** Augusta, 1936 saloon, one owner, maintained perfect, radio, Southwind heater: £170.—Ride Staples, Yateley, Hants. Tel. Yateley 3551. [8105]

**1939** Lancia Aprilia saloon, this vehicle has been maintained and is open to any examination or inspection, road test excellent condition throughout: £475.—Jacquier, Ltd., 2257, Hammersmith Rd., W.6. Riverside 6677-8. [C2042]

**Lancia Cars Wanted**  
**BARTLETT** will pay more for good Lancias—27, Pembridge Villas, W.11. Bay 0525. [W1015]

**GOOD** Lancias required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

**R**OYLAND SMITH'S, the Car Buyers.—Highest cash price for Lancias.—Hampstead (Tube) N.W.3. Ham. 6041.

**Lancia Spares and Service**  
**LANCIA (ENGLAND), Ltd.**—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spares available, supply short notice. For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 10320/R 5656.)

**LEA-FRANCIS**  
**CHARLES POLLETT, Ltd.**, sole distributors Lea-Francis, London & Home Counties. SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

**SERVICE**: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 12010.

**1951** Lea-Francis 14/70 6-light streamlined saloon, 151 heater, sun roof, low mileage, immaculate—Sanderson 4212 after 6.30. [8695]

**CARS'S MOTOR MART**, 1951 Lea-Francis 14 saloon, 14/70, 6-light, one owner, 1951, 2,000 miles, £550. Trade Enquiry: Mr. G. J. Smith, 1951, 2,000 miles, £550. [C1040]

**1951** (reg. Dec. 1950) Lea-Francis 14hp saloon, black/brown, one owner: £500.—Wheeler's (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [8684]

**1951** Lea-Francis 14, maroon, sports saloon, one owner, low mileage, really magnificent: £550. Trade Enquiry: Mr. G. J. Smith, 1951, 2,000 miles, £550. [C1040]

**1951** (reg. Dec. 1950) Lea-Francis 14hp saloon, black/brown, one owner: £500.—Wheeler's (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [8684]

**Lea-Francis Cars Wanted**  
**H. A. SAUNDERS, Ltd.**, Golders Green, require:

**L**EA-FRANCIS cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

**R**OYLAND SMITH'S, the Car Buyers.—Highest cash price for Lea-Francis.—Hampstead (Tube) N.W.3. Ham. 6041.

**Lea-Francis Spares and Service**

**LEA-FRANCIS CAR'S LTD.**, SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [10392/R]

**CHARLES POLLETT, Ltd.**—Lea-Francis distributors London & Home Counties, are always glad to hear from Lea-Francis owners.

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL** Lea-Francis London Service Station, BARNSDALE YARD, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [C1059/R]

**LIMOUSINES**

**DAIMLER** 4½-litre 7-passenger limousine (1939), black: £525. [C4022]

**STRATSTONE**, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022]

**CASS'S MOTOR MART**—1937 Buick limousine, radio, 4½-litre, 7-seater, one owner: £500. [C1040]

**1951** Austin 16 1936 Chalfont 7-seater limousine, black, blue leather, face-forward occasional division, good condition, terms, exchanges—Rowland Smith, below.

**1951** Austin 16 1936 Chalfont 7-passenger limousine, radio, 4½-litre, 7-seater, occasional division, good condition, terms, exchanges—Rowland Smith, below.

**1951** Austin 16 1936 Chalfont 7-passenger limousine, radio, 4½-litre, 7-seater, occasional division, good condition, terms, exchanges—Rowland Smith, below.

**1951** Daimler Straight 8 7-seater limousine by Hooper, new tyres, face-forward occasional, upholstered in cloth, very clean and in superb condition must be seen to be appreciated: £225.—West (London) 5315. [8676]

**A & S** Limousines, Fifty on view, We Buy. We Sell. A & S and SAUNDERS (Limousines Purchased). A Providence Court, North Audley Street, Mayfair 2941. [C1008]

**LINCOLN**  
**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. Lincoln Cars, Ltd., 2, West Rd., Brentford. Tel. Ealing 4506-9. [C274/R]

**Lincoln-Zephyr Cars Wanted**  
**WANTED**, 1938 Lincoln-Zephyr or spare units.—Allen, Hurdcott Estate, Barford St. Salisburys. [8541]

**MERCEDES-BENZ**

**JOHN S. TRUSCOTT, Ltd.**, for Mercedes-Benz.

**1954** Type 180 saloon, black, several extras, superb condition in every detail: £1,425; also new 170 B-V. 120, 9,000 miles, new condition throughout: £1,325; supplied new by us and just exchanged for Type 220A.

**1954** 500 K cabriolet B, believed the finest example available, unique specimen, with first-class history, for vintage enthusiast: £2,595; exchanges, deferred terms.

**JOHN S. TRUSCOTT, Ltd.**, Mercedes-Benz Distributors (Wholesale and Retail), 173, Westbourne Grove, W.11. Bay 4274.

**TAYLOR & CRAWLEY** offer:

**1954** Mercedes-Benz Type 220A (latest type), radio, heater, 120,000 miles, 4-speed, overdrive, demonstration car immaculately kept: £1,475.

**1954** Mercedes-Benz Type 180, 12,000 miles, radio, covers, beautifully kept: £1,365.

**42**, South Audley St. (entrance Adams Row), Mayfair, 1st fl. Tel. Grosvenor 6888.

**£498**—Mercedes-Benz 170 saloon, 1947, 14hp, t.h.d. 170 diesel, h.p., 10,000 miles, £498.

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**£498**—Mercedes-Benz 170 saloon, 1947, 14hp, t.h.d. 170 diesel, h.p., 10,000 miles, £498.

**£498**—



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Morris Minor Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**P**RIVately owned Minor.—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2765. [W2037]

**A**LMOST new Morris Minor immediately.—Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**T**HIS CAR MART, LTD., London, wish to purchase

Morris Minor cars—320, Euston Rd., N.W.1

Boston 1212.

**MORRIS EIGHT**

**S**G.A. MOTORS, who deal exclusively in Morris 8s, offer:

**1947** 2-door de luxe saloon, excellent condition; £345.

**1940** series E 4-seater tourer, outstanding condition; £250.

**1939** series E 4-door de luxe saloon, exceptional condition; £225.

**1938** 2-door de luxe saloon; choice of 4 from £185.

**1938** 4-seater tourer; £185.

**A**ND other saloons and tourers in stock.

**E**VERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchange.

**G**OOD MOTORS, Morris 8 Specialists, 10, 13 and 14, Abberstone Mews, Cromwell Rd., S.W.7. 5 minutes Gloucester Rd. Tube.) Western 3208. [C4063]

**1946** Morris 8 series E, black, very sound and clean; £315.—Below.

**1939** Morris 8 series E, Hunt 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

(Sept.) Morris 8 saloon, £150.—Dyce, 2, Church St., Corsham, Wilts. [C4891]

Morris 8 saloon, tyres excellent, engine recent; £200.

**1936** Morris 8 series E, black, very sound and clean; £205.—Tel. Tudor 4312. [C4822]

**1939** Morris 8 4 door saloon, one owner, good condition; £205.—29, Leydon Rd., E.15. [C4809]

**M**orris 5 1947 series E 2-door saloon, sunshine roof, leather upholstery, immaculate condition; 25,000 miles; £400.—Tel. Weybridge 1190. [F4845]

**345**—Morris 8, September 1948, 4-door saloon, leather, one owner, carefully used; terms, exchanges.—Rowland Smith, below.

**195** leather, very good condition; terms, exchanges.—Rowland Smith, below.

**95**—Morris 8, 1956 4-door saloon; choice of 7 Morris 8s; terms, exchanges, last; open 9-7 weekdays and Saturday evenings.—Rowland Smith, Hampstead (Tube). [C4018]

**Morris Eight Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**MORRIS TEN**

**1939** Morris 10 saloon, black, surprising condition; £260.—Below.

**1936** Morris 10, a good sound runner; £75.—Smith, Mr. A. J., 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

**SIMPSONS MOTORS (WEMBLEY), LTD., English Car Sales Division, offer:**

**1948** Morris 10 saloon, nice clean car; £345; 1948 (registered 1948) 10 saloon, one body, perfectly sound; £325.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C4015]

**1939** Morris 10, recently reconditioned; £195.—Macaulay 1265. [C4221]

**1939** Morris 10 saloon, choice of three, from £225, 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, LTD., 169, Priory Rd., Hornsey. Mountview 5223 and 5774. [C4054]

**Morris 10, in perfect condition throughout;**

**1948** £245.—Jack Ponter (Autos), 395, Hendon Way, N.W.3. Hendon 1424. [C5063]

**1946** Morris 10, 1950, faultless, magnificence;

guaranteed; £240. Payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**1947** Morris 10, black, brown, two owners, recent

renewed, clutch brakes relined, steering and exhaust renewed, telescope shock absorbers fitted and new battery; last year; £320.—Enfield 3498. [F4895]

**1937** Morris 10hp saloon, new batteries, very clean car, in first class condition; £260.—Epsom 6207. Tel. Epsom 1100. [C4071]

**P**RIVately owned Morris 10.—Bras Court, King-

ston Hill, Surrey. Tulse Hill 2765. [W2037]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**MORRIS TWELVE**

**1936** Morris 12 series II, only 2 careful owners

since new, very good condition for age; £125.—Kingston Garage, Bakesholt, Worcester. [F4719]

**1940** Morris 12 de luxe saloon, one cover, un-

repaired, £100.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723. [C1011]

**M**ORRIS 12, 1936. "This is a lovely car," ex-

claimed a garage manager who drove it in for

service. It is. Just nicely run in on reconditioned

engine, Fram filter, Rotoflo filter, one of the

best beauties and a delight to drive; £235.—Feltman 5338. [F4736]

**MORRIS EIGHTEEN**

**£65**!!—1956 18hp Sportsman's saloon, sound throughout.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723.

**MORRIS OXFORD**

**A**1 at Browns.

**1953** Morris Oxford de luxe, heater, etc., 15,000 miles. £350. [C1025]

**W**J. BROWN, LTD., 339, Finchley Rd., N.W.3. Ham. 6224 (6 lines).

**MORRIS OXFORD**

**CAR MART, LTD.**

**1954** Morris Oxford saloon, heater, grey with red upholstery; £625.—Car Mart, Ltd., 57, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

**NEWHAMS LTD.**

**1952** Morris Oxford saloon, grey, excellent condition; £515.—NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

**BOON & PORTER, LTD.**

**1951** Oxford, one very careful owner, 21,000 miles, remarkable condition; £495.—CASTELNAU, S.W.15 (Hammersmith Bridge), Riv. [C1022]

**RUSSELL MOTORS** offer:

**1954** Series II Morris Oxford, 9,000 miles, heater, for 4 passengers, screen washers, mirrors, etc. Clarendon grey and red. £515.—[W4018/R]

**RUSSELL MOTORS (KNIGHTSBRIDGE), LTD.**, 47, Sloane St., W.1. Sloane 3288. [C3060]

**H. BEART & CO., LTD., offer:**

**1953** Morris Oxford de luxe saloon, in black, with red leather, one owner, 4,000 miles; £650.—(February) Morris Oxford de luxe saloon, excellent throughout; £685.—102, London Rd., Kingston-on-Thames, Kingston 3346. [C1051]

**ENGINES RECONDITIONED, LTD., offer:**

**1951** Morris Oxford, Thame, black, one owner; £485.—533, Pinner Rd., Harrow, Middx. Tel. Harrow 5364. [C2070]

**H. A. SAUNDERS, LTD., Golders Green, offer:**

**1953** Morris Oxford 4-door saloon, one owner, green/green hide, immaculate, very highly recommended; £600.—

**1952** Morris Oxford 4-door saloon, one owner, £485.—Golders Green Rd., Golders Green, Green, N.W.11. Speedwell 0011 (10 lines). [C3004]

**SIMPSONS MOTORS (WEMBLEY), LTD., English Car Sales Division, offer:**

**1951** Morris Oxford, fitted heater, £475; 1949 Morris Oxford, £425; 355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C4015]

**AUTOMOBILE & AIRCRAFT SERVICES, LTD., offer:**

**1952** Morris Oxford, in black, fitted heater; £525.—MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7800 (5 lines). [C1008]

**1954** Morris Oxford saloon, grey and red leather, 10,000 miles; £500. Fitted heater, one owner, exceptional condition; £635.—

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.J. North 4441. [C1056]

**1953** Morris Oxford, grey and red leather, one owner, as new; £575. £115 deposit. [C1052]

**24 months** guarantee.

**MCLAREN & CO., LTD., 928, High Rd., Finchley, N.J. 12, Tel. Hillside 02055.** [C1045]

**HILLWOOD MOTOR CO., LTD., 10, Grosvenor Crescent, Oxford, 1951.** Black, bright interior, one owner, first class condition. [C1016]

**1949** Morris Oxford de luxe saloon, beige, spangles condition; £395. or £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5035. [C1045]

**1954** Morris Oxford station wagon de luxe, Clarendon grey, leather, 14,000 miles, excellent condition; £650.—Elliot, Man. 4895. [C567]

**1949** Morris Oxford, reconditioned engine fitted 5,000 miles ago, very good condition throughout; £435.—A. E. Vanden-Enden Motors, Cavendish Rd., N.W.6. Willesden 0046. [C4820]

**1953** Morris Oxford, black, red upholstery, 14,000 miles, immaculate car; £585.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Surrey. [C1016]

**K**ORRIE Oxford late 1953 saloon, black with red leather, 7,000 miles only, carefully used; £585.—Auto Service Garage R. L. Stevenson Ave., Bournemouth. Tel. Westbourne 53344. [C4846]

**1953** Morris Oxford de luxe saloon, green, very good condition throughout, fitted heater; £575.—Garage Service Co. Ltd., 1013, Finchley Rd., Golders Green N.W.11. Tel. 5692. [C10219]

**1951** (November, 1950) Morris Oxford saloon, grey, heater, new, new, new throughout, fitted heater; £495.—Campbell Symonds, Wembley 6262.

**JACK ROSE, LTD., offer:**—1952.5 Morris Oxford saloon, one owner, in grey and red, most attractive. [C4847]

**1954** Morris Oxford 1954 model, almost unmarked. [C4854]

**1953** Morris Oxford 1954 model, almost unmarked. [C4854]

**STANFORD ROAD, Wallington, Surrey. Wallington 6777-2767.** [C3056]

**1953** (Oct.) Morris Oxford saloon, grey/red heater, one owner, 9,000 miles only, since this car is virtually new throughout, tandem 4-speed, £625.—Car Mart, Ltd., 1013, Finchley Rd., Golders Green N.W.11. Tel. 5692. [C10219]

**1951** (November, 1950) Morris Oxford saloon, grey, heater, new, new, new throughout, fitted heater; £495.—Campbell Symonds, Wembley 6262.

**1954** Morris Oxford Series II saloon, black with red leather, 10,000 miles; £625.—Jarvis & Sons, Ltd., Mordey Rd., S.W.19. Tel. 8221. [C2086]

**Morris Oxford Cars Wanted**

**GARDNER & CO. (HENDON) LTD.** will buy your Morris Oxford—Hendon 3359 and 3460. [C2074]

**1948** Morris Oxford, one cover, un-repaired, £100.—Palmerston Rd., N.W.6. Tel. 4723. [C1011]

**M**ORRIS 12, 1936. "This is a lovely car," ex-

claimed a garage manager who drove it in for

service. It is. Just nicely run in on reconditioned

engine, Fram filter, Rotoflo filter, one of the

best beauties and a delight to drive; £235.—Feltman 5338. [F4736]

**MORRIS SIX**

**A**CRESS offer: 1954 model Morris Six, black, heater, radio, and other extras; £525. [C2074]

**A**CRESS AUTOS, LTD., 136-138, Streatham Hill, London, S.W.12. Tel. 1909. [C1020A]

**1950** Morris Six saloon, black, one owner, heater, only done 8,000 miles since engine overhauled, beautiful condition, 3 months' guarantee; £525.

**C & W MOTORS, LTD., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061]**

**MORRIS SIX**

**1950** Morris Six, heater, immaculate; £395.—Jack Ponter (Autos), 305, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

**1950** Morris Six, black, brown leather, immaculate; £450.—Vare Motors, 472, Archway Rd., Highgate, N.E. Mountview 9039 and 5305. [C4074]

**Morris Six Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**MORRIS COWLEY**

**1954** Morris Cowley saloon, fitted heater, 5,000 miles only, in every way as new; £685.—Sloane Motors, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5537/6570. [C3006]

**Morris Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Morris Spares and Service**

**M**ORRIS general spares and specialist service in the West End. [C1003]

**M**ORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1022]

**M**ORRIS, the official stockists, for spares, service

**K**ELLESTON ENGINEERING CO., LTD., 59, Edgware Rd., Tel. 5151-6. [C1016]

**K**INGSTON-ON-THAMES.—Morris agents and specialists for sales and service.

**G** W. WILKINSON, LTD., 1, Weston Park and 84, Eden St., Tel. Weston Park 8441. [C4053]

**BARKERS MOTORS (LONDON), LTD., Tel. Belham 5665.** [C4053]

**HAROLD & SONS, LTD., Marylebone High St., W.1.** Tel. Marylebone 2021. [C4053/R]

**R**Experienced for nearly a century, complete overhauls and coachwork our speciality; exchange engine units; spares and accessories—Wel. 101. [C3065/R]

**NASH**

**NASH Ramblers Country Club 1954, heater, radio, screen washers, Whitewall tyres, fog and spot lamps; perfect; £1,500. o.n.o.—Tel. Bexhill 7722.** [C1014]

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., 2 Lexington St., W.1 (Gerrard 8600). [C1076/R]

**Oldsmobile Cars Wanted**

**L**EX GARAGES, Ltd. are interested to buy recent model Oldsmobile cars.

**L**EX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 8600. [C1027-R]

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., 2 Lexington St., W.1 (Gerrard 8600). [C1076/R]

**OPEL**

**M**AYNOR MOTORS, LTD., Tel. 5692. [C1015]

**O**PEL of all models, comprehensive range of spares; exchange engine and unit; under-16. Southampton St., Southampton 1. Tel. 2326/24944. [C1026/R]

**OPEL Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for OpeL—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**O**PEL Spares and Service—For sales, service and spares.

**A**PREMAN, LTD., Grosvenor Garage, Burnage Lane, Manchester, 19. [C1012/R]

**P**RIDE & CLARKE, LTD., Opel Stockists, quotations, C.O.D.—Stockwell Rd., S.W.3. Brixton 6221. [C1026/R]

**PACKARD**

**L**EONARD WILLIAMS & CO., LTD., offer:

**1954** Packard Clipper de luxe 4-door sedan, in ultramatic transmission, white wall tyres, signal seeking radio and electric antenna, heater and defroster, very low mileage, as new; fully guaranteed.

**E**RONWARD WILLIAMS & CO., LTD., Packard Building, Great West Rd., Brentford, Middlesex. Ealing 3400. [C4052]

**1936** Packard super eight limousine with division and face-forward frontals, black, one private owner since new and chauffeur kept, a beautifully appointed car; in mint condition; ideal for high-class hire trade; 3 months' guarantee; £425.

**C & W MOTORS, LTD., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061]**

**Packard Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**P**ACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1012/R]

**J**OE THOMPSON (MOTORS), LTD. require Packards—51-95, Fulham Rd., S.W.3. Kensington 4858

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Packard Spares and Service

**JOE THOMPSON (MOTORS) Ltd.**—Packard spares, repairs specialists.—91-95 Fulham Rd., S.W.3. General agent 4969/R. Tel. 04015 5000.

**L. EDWARD WILLIAMS & Co. Ltd.**—Packard Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. (0469/R)

## PONTIAC

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars." (C4015) Tel. 35939. **CONWAY MOTORS (HOVE), Ltd.**, 85 George St., Hove. Tel. 35939. South Coast Distributors; new r.h.d. saloon in stock. (7725)

## Pontiac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers.—Wembley 8691/3903. (W4015/R)

## Pontiac Spares and Services

**F**OR Pontiac spares and Pontiac service. **U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.5. Tel. Flaxman 77242. **SOLAR DISTRIBUTORS** Great Britain for Pontiac cars and Pontiac parts. (0617/P)

## PORSCHE

**A.F.N., Ltd.**, SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Islington, Middlesex. Hounslow 0011. (C2015)

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. (0629/R)

**PORSCHE** 1952 1286cc, i.h.d., white, 35mpg, many extras; £1,050.—Harry Sculiffe, Broadway (Worcs). Tel. 5201. (7390)

## RACING CARS

**BUYING?** Selling? Performance Cars are your best bet. Please scan page 48. (C5041)

**COOPER'S GARAGE (SURREYBON), Ltd.**, of Surbiton Tel. Elmbridge 5546, are the sole concessionaires for the southern half of Great Britain of the 50cc Formula 3, Cooper-Jaguar and Cooper 1100cc sports cars. (0621/R)

**E.R.A.** 1½-litre supercharged single-seater, chassis RIB, unmarked, in black with silver wheels as originally owned and raced by the late Dick Seaman, recently restored, with new engine, independent heavy duty Wilson gear box, full repair records available for past 5 years, complete with covered transporter and ready to race.—Rowland Smith (Motors), Ltd., Hampstead High St., London, N.W.3. Hampstead 6041.

## RAILTON

**1936** Railton, exceptional condition, sports Straight 8; £350.—Chislehurst 214, Devon. (C4052)

**1938** Railton 10 special spts. d/h, unmarked; £1,250.—Smith & Hunter, 376, Kentish Town, N.W.14. Western 2312. (C4019)

**A ONE MOTORS (LONDON), Ltd.**—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandike 5181. (0335/R)

**RAILTON** Straight Eight 1938 saloon, a car that most discerning enthusiast could not fail to purchase after viewing and trying; £275.—Norman Autos, 544-554, London Rd., West Croydon. Thornton Heath 4657.

## Railton Cars Wanted

**XXX** Excellent racing cars paid for good Railton cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

## RENAULT

**RENAULT** Cars spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

**H. A. SAUNDERS, Ltd.** offer:—

**1954** Renault 750 saloon, grey, red upholstery; £550.—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

**BUYING?** Selling? Performance Cars are your best bet. Please scan page 48. (C5041)

**1951** Renault 750cc grey saloon, perfect order.—Mr. Querin, 24, Forthbourne Lane, E.W.4. (7729)

**WELHAMS**, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Established 1909, offer:—

**1954** 750 saloon with 1955 improvements; £530.

**1954** 750 (July) saloon, fawn; £510.

**1938** 17.5 saloon de luxe, black; £150. (C4070)

**1954** Renault 750, 3,000 mls. only, grey, red up-holstery, immaculate; £495; owner purchased larger car.—Replies, 63, Wick Hall, Hove. Tel. 0962/09.

**1954** 750 saloon, virtually new, 6,775 miles; £479. guaranteed; 479mrs.—Home & Overseas Motors, 160, Finchley Rd., N.1. Hampstead 0087-8-9. (7725)

**1950** Renault 750 saloon, beige-red, new Michelin tyres, Marchal fog and spot lamps, only 20,000 miles; £365 o.n.o.—Tel. London Temple Bar 0258.

**1954** (January) Renault 750 saloon, finished bronze, fitted Derrington twin carburetors with 4-brach, fitted Burman and, double valve springs, Renold, Tyres, loose covers, pressure gauge, extra dash lamp, reversing light and screen washers. Underseal, an enthusiast's car in specimen condition, 10,000 miles; £560 o.n.o.—Collings, 15, Houghton Lane, Swinton, Lancs. Tel. SW.112. (8747)

## Renault Cars Wanted

**FREGATE**, 1955 or 1954—Details to C. Wilds, 1, Windsor Court, Jubilee Place, S.W.3. (8495)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Purchase all models.

**R. H. SMITH'S, The Car Buyers**, Highbury, N.W.5. Ham 6041.

## Renault Spares and Service

**GLENFIELD LAWRENCE**, 2-10 City Rd., Cardiff. Renault distributors East Glamorgan—spares and service.—Tel. 0531. (W4018/R)

## RILEY

**J. JAMES, Ltd.**, offer:—

**1955** 1½-litre Riley, immediate delivery.

**1954** Pathfinder, green, 10,000 miles; £1,175.

**1954** 1½-litre, black and grey, 10,000 miles; £975.

**J. JAMES, Ltd.**, 55-56, Pall Mall, S.W.1. Trafalgar 7311. (W643)

**UTOMOBILIA, Ltd.**, offer:—

**1947** (July) Riley 2½-litre 4-door de luxe saloon, black, brown hide, heater, for lamps, excellent condition; £450.—Automobiles Ltd., Pinner 0000.

**MAFFRAY COUNTRY CARS** offer:—

**1950** saloon, 2½, bronze, fitted H.M.V. radio, heater, excellent condition; £565.

**1950** 2½, black, fitted H.M.V. radio, heater, 1.h.d.; £545.

**1949** 2½, black, superb condition; £525.

**1948** saloon, 2½, black, fitted radio, excellent condition; £510.

**1947** saloon, 2½, black, brown leather, exceptional condition; £495.

**1947** saloon, 1½, black, red leather; £495.

**ASBEST** of terms, exchanges—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. (C5008)

**1947** (July) Riley 1½-litre saloon; £450.

**1951** (August) Riley 2½-litre saloon, one owner; £675.

**GEOGE E. SWYMAN & Co., Ltd.**, 369, Euston Rd., London, N.W.1. Euston 4466. (C5025)

**GORDON & GLYNN (THE RILEY CENTRE)**,

**ENGLAND'S** specialist dealers who buy and sell Riley only, offer:—

**£255**—1937 1½-litre Kestrel sports saloon, recently overhauled, splendid performance.

**£195**—1936 1½-litre Falcon saloon, excellent throughout.

**£145**—1936 9hp Lyncock sports 2+4-seater coupe, a very genuine car.

**A** LWAYS & selection of many other models in stock.

**OUR** specialisation ensures your satisfaction.

**GORDON & GLYNN**, 183-195, Pavilion Rd., Sloane Sq., S.W.1 (3 minutes Sloane Square Tube). (C2075)

**WOKING MOTORS (MAYBURY HILL), Ltd.**

**1952** Riley 2½-litre saloon, one owner, heater, radio; £765.—Woking 4278. (C4057)

**CLARKE & SIMPSON, Ltd.**, Riley Sales and Service, offer:—

**1953** (March) 1½-litre saloon, black, red, one owner, 15,000, quite faultless; £695.

**1952** (July) hypoid axle model, 2½-litre, green, green leather, heater; £795.

**1952** (December) registered December, 1951, 1½-litre, maroon red, immaculate; £775.

**AUTHORIZED** to issue B.M.C. warranty to cars which qualify.

**49** Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1048)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—

**1952** 1½-litre Riley, radio and heater; £515.

**1940** 3½, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

**1953** Riley 1½-litre saloon, 10,000 miles, exceptional condition; £695.

**GORDON CARS (LONDON), Ltd.**, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (W768)

**1953** Riley 2½-litre saloon, 10,000 miles, immaculate throughout; £975.—Below.

**1954** Riley 2½-litre Pathfield saloon, heater, tax-free, very low mileage; £1,175.

**GORDON CARS (LONDON), Ltd.**, 375, Euston Rd., London, N.W.1. Tel. Euston 6611. (C2025)

**1955** Riley 2½-litre, new, for immediate delivery; £1,134/9/2. Below.

**1954** Riley 1½-litre saloon, black, one owner, low mileage; £975.

**RICOH LTD.** (Rileys Purchased), 16, Albemarle St., London, W.1. Tel. 0152-3-4755-4. (C3092)

**1954** seen by appointment—Box 2975. (W663)

**CAMDEN MOTORS** offer the following high class Riley's from their stock of 500 cars:

**1954** 2½-litre drop head coupe, late 1951, very nice, model 1954, a beautiful example of this superb series, fitted heater and radio, nominal mileage and in faultless order; £795.

**RILEY** 2½-litre saloon, 1951, another specimen car with heater and radio and in guaranteed mechanical condition; £795.

**RILEY** 1½-litre saloon, 1952, immaculate birch grey with red leather interior, one very fastidious owner, the whole car literally in condition as new; £755.

**RILEY** 1½-litre saloon, 1954, R.M.C. series, very small number, model 1954, unmarked, in faultless condition; £795.

**CAMDEN MOTORS** Leighton Buzzard 2041. Write for catalogue, showrooms open until 8 p.m. (C1035)

**1952** (March) 2½-litre Riley, in exceptional condition, 18,000 miles; £795.

**A** LANE, Manchester, 19. Tel. 374-5. (7251)

**BARTLETT**—Riley, 1950 series, 2½-litre saloon, one owner; small mileage, exceptional condition; £525.

**27, PEMBROKE VILLAS**, 11, Pembroke Rd., London, S.W.3. Tel. 0103-7-72706. (C1013)

**£145**—1955 9hp 9 saloon, in immaculate condition throughout—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

**1951** (June) Riley 1½-litre, maroon, one owner; £575.—Peterbilt Garages, 1,357, Stratford Rd., Birmingham. Springfield 1848. (8572)

**SUSSEX** specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewis Motorcycles, Ltd., 19, Lewes.

**247** RENTS of Kingston, Riley specialists, miles, spares, repairs—102, London Rd., Kingston. Kingston 3342. (1079/R)

**1949** Riley 1½-litre saloon, black, brown leather, radio, excellent condition throughout; £565.—Edgehill Farm, Petworth, Sussex, 3127. (1069/R)

## RILEY

**BUYING? Selling? Performance Cars are your best bet.** Please scan page 48. (C5041)

**1949** Riley 1½-litre saloon; £475.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

**1951** one owner; £675.—Jack Smith, El. Bruton Place, W.1. Mayfair 0061-2. (8770)

**1947** Riley 2½-litre saloon, superb condition, modified suspension guaranteed; £450.—G. W. Wilkin, Ltd., 1, Western Park, Kingston. Kin. 0102. (C1053)

**1951** Riley 2½, black, brown leather, radio, radio, one owner, fine condition throughout; £680.

written guarantee; terms exchanges; trade enquiries welcomed.

**HAROLD SIMONS, Ltd.**, 397/401, High Rd., East Finchley, N.2. Finchley 0052/55/54 any time.

**1940** (Nov.) Riley Kestrel 2½-litre saloon, black, brown hide; only; £285.—Rhinds Motor, Ltd., 120, Pinney Lane, Head Green, Chesh. Tel. Gatley 3514. (10770)

**1952** (August) Riley 1½-litre, R.M.E. model, equal to new; £775.—Broadway Motors, Hanworth Rd., and 67, High St., Hounslow, Middx. Houn 0175. (10789)

**1952** (March) Riley 2½-litre saloon, grey, red leather, heater, one owner, perfect; £735.—Gibson Sports Car (Christchurch), Ltd., Lyndhurst Road, Christchurch, Hants. Tel. 0207-7678

**JACK ROSE, Ltd.**, offer 1950/1 Riley 1½-litre saloon, one owner, exceptional condition; £595.—Stafford Rd., Wellington, Surrey. Wallington 6677 (Burgh Heath 2380).

**1950** Riley 2½, black, brown leather, two owners, one owner, two different leather, two examples; £525.

**BENTALL**, Garnish Hall, Margaret Rodding, Dunmow, Essex. Tel. Good Easter 224. (8538)

**1938-9** Riley Adelphi saloon, in very good condition; £1,000.—Chambers Garage (Selby), Ltd., High St., Selby, Sussex. Tel. 2228.

**545** Riley November 1949, 2½-litre special sports, Roadster, 100bhp engine, radio, heater, screen wipers, carefully used; £750.

**1949** Riley 2½-litre, saloon, enthusiast maintained, two owners, one owner, £2,000.

**A** L enlarged Riley sales and service depot at the area; new and used cars on show; demonstrations by appointment. Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-6.

**1954** Riley Pathfinder, one owner, negligible mileage, reason for sale owner leaving the country, finished in grey with red leather, absolutely indistinguishable from new in every respect; £1,185.—Hall's Cambridge, Tel. 5601. (10797)

**1951** Riley 2½-litre saloon, finished black with brown leather interior, fitted chrome Rim-bellissliers heater, the appearance of this car is exceptional and the performance is everything that could be expected over 30mph with 25mpg, a genuine example; £590. Below.

**1948-9** Riley 2½-litre saloon, finished in very attractive colours of black and grey with white interior, fitted radio, in similar condition to above car; £495. terms exchanges.

**MADISTONE ENGINEERING CO.**, Smethurst St., Pendleton, Manchester, 6, Pen. 3457. (C3000)

**XXX** Riley Pathfinder, excellent condition, this car is finished in a particularly attractive shade of green with chromium fittings, and fitted with radio, heater, radiator blind, Ace Rim-bellissliers and loose covers; a most desirable example with a delightful performance; must be seen to be appreciated.—G. W. Smith, 245, terms, exchanges—H. Edwards, 200, Great Portland St., London W.1. Tel. Langham 0012. (C2003)

**Riley Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Riley.—Hampstead (Tube). N.W.3. Ham 6041.

**B. J. HUNTER, Ltd.**, offer:—

**F**OR your immediate purchase of your Riley.

**B. J. HUNTER, Ltd.**, 22, Crickwood Broadway, N.W.2. Tel. Gladstones 6803. (W2040)

**H. A. SAUNDERS, Ltd.**, Golders Green, require:—

**RILEY** cars for cash—140-144, Golders Green Rd., London, N.W.3. Speedwell 0011. (W4004)

**EXCEPTIONAL** prices paid for Riley's in good condition. Mansfield 138. (W4009)

**YORKSHIRE**—The Riley Buyers, Barkers of Oakwood, Leeds 8. Tel. 65-9236. (W4008)

**PRIVATELY** owned Riley, Brae Court, Kingston upon Hull 2776. (W2037)

**REAL** immaculate late pre-war Riley, preferably Kestrel, wanted by private buyer—Box 2613. (1756)

**UP** to £900 offered for low-mileage Riley 1½. Tel. 2500-3354. (W556)

**GOOD** Riley required immediately—G. Edwards, Amersbury Lane, Harpenden, Herts. (W2000)

**URGENTLY** required, 1947-55 Riley 1½ and 2½-litre saloons—Oceans Sport Cars (Christchurch), Ltd., Lyndhurst Road, Christchurch, Hants. Tel. 0207-7678.

**C.N.E. MOTORS**, 353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

**T**HE CAR MART, Ltd., London, wish to purchase Riley cars—see 382, Streatham High Rd. Tel. 01-5616. (W2004)

**WANTED**, nearly new Riley 1½, 2½-litre, must be low mileage; distance no object.—Green & Sons, 246-252, Deansgate, Manchester, 3. Tel. 3325-6. (W2026)

**WANTED**, Riley Pathfinder, new, cash or exch. Ford Zodiac, 4,000 miles.—Wrights or Ring Coupe, Blythe Bridge 2051, Stoke-on-Trent. (W605)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Riley Cars Wanted**  
POST-WAR 1½ or 2½—Speedsters, Ltd., Cross Oak Lane, Salfords, Redhill, Surrey. Horley 628. [C1402]

**Riley Spares and Services**  
FOR Riley services and spares—Riley Specialist—W. T. Mason & Co., 2, Ley St., Ilford. Tel. Ilford 0961. [C1472]

**REPAIRS** Overdrive gear boxes, dampers, gears, cars through gold, Tarrant & Frazer, 10, Winchester Mews, W.1. Prime—2646—Box 2498.

**HARTLEY'S** for Riley, spares and service—165—71, Hanstead Rd., Forest Hill, S.E. 23, Forest Hill, 2244/5.

**ACROOT ENGINEERING**, Ltd.—Preselector gear boxes, 10246.R.

**A** RROW ENGINEERING, Ltd.—Preselector gear boxes, 10236.R.

**K** EENING, Ltd.—Gear boxes, 10236.R.

**J**AMES (LONDON), Ltd. carry the largest stock of Riley spares in the country, special equipment for mechanics and coach repairs—Carvers Lane, Highgate, N.6. Tel. 5464.

**RILEY** distributors for 25 years—Comprehensive list.

**RILEY** of spares; quotations and advice invited; send your engine for complete overhaul by specialists—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 679. [C1059/R]

## ROLLS-ROYCE

**C**  
**M**  
**CAR MART**, Ltd.

**1950** Rolls-Royce Silver Wraith Park Ward 4-light saloon, sliding head, radio, heater, metallic grey with blue upholstery: £5,350.

**1938** Rolls-Royce 25/30 Arthur Mulliner 4-door sports saloon, radio, heater, green with green upholstery: £1,075.

**1935** Rolls-Royce 20/25 Hooper saloon, with division, radio, heater, blue with blue upholstery: £2,000.

**CAR MART**, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. [C1059]

**RIPPON.**

**RIPPON BROS.**, Ltd.

**The Northern Bentley and Rolls-Royce specialists** always have a good selection of used Bentley and Rolls-Royce cars in stock.

**WRITE,** call or telephone.

**RIPPON BROS.**, Ltd., Huddersfield 7070 (10 lines):  
LEEDS, Bradford, Sheffield. [C1090]

**PB**, Ltd., offer:-

**1947** Silver Wraith Rolls-Royce touring limousine by Hooper, black, beige leather, recent chassis overhaul, car in superb condition.

**1937** Phantom III Rolls-Royce sedan de ville by H. J. Mulliner, excellent condition.

**1933** 25hp Barker four-seater, black and grey leather, sunshade roof.

**1933** fixed head four-seater coupe by Gurney Nutting.

**PADDON BROS.**, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7476. [C1053]

**VINTAGE AUTOS**

**T**HE pre-war Rolls-Royce specialists.

**£295** —Rolls 20 1928 2-seater drop head coupe, with dickey, engine just rebuilt, new hood, tyres, just resprayed.

**£475** —Rolls 25 1935—4 sports fixed head coupe, with large boot, 76,000 miles, excellent condition.

**£575** —Rolls 25 1935—4 Gurney Nutting Owen sedan drop head coupe, recently resprayed, reupholstered, new carpets, hood, tyres, etc. fitted heater, beautiful condition.

**ALWAYS** have a selection of all types at very competitive prices.

**A** London Rd., Tuning. Tel. Mitcham 3561. [C4079]

**H. OWEN**, Ltd.

**L**ONDON'S leading specialists in Bentley and Rolls-Royce cars, offer the following selection:-

**SILVER WRAITH** touring limousine with coachwork by Freeston & Webb, fully automatic gear box, cocktail cabinet, picnic tables and many extras, available shortly.

**1955** Silver Dawn saloon, fitted with automatic gear box, Tudor grey and shell grey with blue hide, early del.

**1953** Silver Dawn saloon, fitted with automatic gear box, grey with red hide: £4,150.

**1951** Silver Wraith sports saloon by James Young, black with grey hide: £3,950.

**1937** Ph. III sedan de ville by H. J. Mulliner, with blue upholstery: £1,175.

**1935** Ph. II Owen sedan by Gurney Nutting, unlined, in black with red hide, genuine 35,000 miles: £2,000.

**WE** are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

**H. OWEN**, Ltd.

**17**, Berkeley St., London, W.1. Tel. Mayfair 9060. [C1052]

**JACQUIER**, Ltd., offer:-

**1936** 30/25 Series GRK H. J. Mulliner, owner-driver saloon with boot and sun roof, in excellent condition, carefully maintained: £725.

**1933** 20/25 Connaught saloon with division, attractive.

**1933** 20/25 Thrupp & Maberly, 4-light, sports saloon, with boot: £495. Below

**1929** P.I. limousine, face forward, exceptionally well maintained: £245—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-6. [C2045]

**DUNCAN HAMILTON** & Co., offer:-

**1935** Rolls-Royce, owner driven sports saloon, by Mann, Everitt, black, brown hide interior, Rolls history, woodwork and upholstery unmarked. Fitted heater, exceptionally well cared for: £595. Part exchange welcome: 33, High Rd., Boreham, Essex. Tel. night or day 3101. [C1051]

## ROLLS-ROYCE

**J**  
**B**  
**JACK BARCLAY**, Ltd.

**EXCLUSIVELY** for Rolls-Royce and Bentley.

**E** ARGEST official retailers in the world; please write for stock list.

**JACK BARCLAY**, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.)

**JOLDING** & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley dealers, offer from their selection of used Rolls-Royce cars:

**SILVER** Dawn 1954 standard saloon, velvet green & silver, automatic: £4,000.

**SILVER Wraith** 1954—2 door, Mulliner touring saloon, black with tan leather: £5,750.

**SILVER Wraith** 1942 4-door owner-driver saloon, by James Young, m. blue/blue leather: £2,850.

**WRAITH** 7-seater limousine by Park Ward, black/blue, cloth, first Del. March, 1946: £1,550.

**PHANTOM** 1930 4-door saloon by Park Ward, black/blue, green panels: £600.

**25/30** 1939 Barker 4-door saloon, black and green/green leather: £850.

**25/30** 1937 Barker 7-seater limousine, side way seats: £1,075.

**A** vailable for early delivery including some with specially designed coachwork.

**AUDLEY** House, North Audley St., W.1. Mayfair 5242. [C1050]

**MASCOT MOTORS**, Ltd., offer:-

**1938** (Dec.) 30hp Park Ward sports saloon with division: £1,150.

**1937** 25hp Park Ward 2/3-seater drop head coupe: £825.

**1935** 25hp Barker foursome coupe: £750.

**1934** 25hp Park Ward owner-driven saloon: £600.

**1933** 25hp Barker owner-driven saloon with division: £395.

**1933** 40/50hp Gurney Nutting foursome coupe: £2,500.

**237**—241, Kensal Rd., Ladbroke Grove, W.10. Ladbrooke 1251/2. [C5007]

**CREST OF BOURNEMOUTH** offer:-

**1950** Rolls-Royce Silver Wraith owner-driven saloon by Mulliner, 27,000 miles: £5,500.

**1936** Wraith 2-door fixed head coupe: £865.

**1936** Rolls-Royce 20/25 H. J. Mulliner 4-door sports saloon, one owner, superb condition: £2,000.

**CREST OF BOURNEMOUTH**, 14, Westcliff Rd., Bournemouth 7160. [C1059]

**CHIPSTEAD MOTORS**, Ltd., offer:-

**COUPE** 25hp 1930 2-str. by Hooper, excellent condition throughout: £385.

**COUPE** 25hp, Sept. 1934, foursome drop head by Park Ward, engine just reconditioned, low mileage: £395.

**SPORTS** saloon, 25hp, March 1936, James Young, owner, full Rolls history, engine just reconditioned, bodywork unmarked: £775.

**SPORTS** saloon, 25hp, March 1936, James Young, owner, full Rolls history, engine just reconditioned, bodywork unmarked: £775.

**COUPÉ** 25hp, Sept. 1934, H. J. Mulliner 1936 series, negligible mileage specimen.

**CHIPSTEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 052/7255/7154.

**NIGHTESBRIDGE MOTORS**, Ltd., offer:-

**1937** (November) Rolls-Royce Phantom III Barker 4-light semi-razor edged sports saloon, with disappearing division and adjustable driving seat, large rear boot, heater, maker's history, in excellent condition: £695.

**1938** (June) Rolls-Royce Phantom III Hooper 4-light sports saloon, with disappearing division, 27,000 miles: £5,500.

**1936** Wraith 2-door fixed head: £865.

**1936** Rolls-Royce 20/25 H. J. Mulliner 4-door sports saloon, one owner, superb condition: £2,000.

**CREST OF BOURNEMOUTH**, 14, Westcliff Rd., Bournemouth 7160. [C1059]

**COUPE** 25hp 1930 2-str. by Hooper, excellent condition throughout: £385.

**COUPE** 25hp, Sept. 1934, foursome drop head by Park Ward, engine just reconditioned, low mileage: £395.

**SPORTS** saloon, 25hp, March 1936, James Young, owner, full Rolls history, engine just reconditioned, bodywork unmarked: £775.

**COUPE** 25hp, Sept. 1934, H. J. Mulliner 1936 series, negligible mileage specimen.

**CHIPSTEAD MOTORS**, Ltd., Providence Court, North Audley Street, London, Mayfair 2941. [W1006]

**ROLLS** 25/30hp owner-driven wanted: full particulars.

**ADVERTISER**, 21, Holme Lucas Rd., Birmingham 14. [C1059]

**OWLAND SMITH'S**, The Car Buyers—Highest cash prices for Rolls-Royce—Hampstead (Tube), N.W.3. Ham 6041.

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton 65, Weston St., Crystal Palace, S.E.19. Livingstone 3362.

**XXX** Excellent cash prices paid for good Rolls-Royce cars—H. E. Edwards 29/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**WANTED**. Replace drop head, 20/25 or 25/30, basketweave coachwork, or absolutely sound sports saloon or berline limousines, 12, Rex Place, Park Lane, W.1. Grosvenor 2635. [C1059]

**ROLLS-ROYCE** 20/25, 25/30 Wraith and Silver Wraith wanted immediately—Swainmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. (Te. Southbourne 43344.) [W4024]

**MASCOT MOTORS**, Ltd., are anxious to purchase any pre-war Rolls-Royce and Bentley with owner-driven coachwork—237, Kensal Rd., W.10. Ladbrooke 1231-2. [C1059]

**THE SOUTHERN MOTOR** Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas—Lowfield Heath, Crawley, Sussex. Crawley 437. [C1050/B]

**WANTED**, Rolls-Royce 20/25 owner-driven saloons and limousines: also 1939 low mileage Wraith—Alwood Edge, Alwood Rd., Maidenhead. Tel. Littlewick Green 70. Evening and week-ends Littlewick Green 3076. [W3085]

**ROLLS-ROYCE Spares and Service**

**A** SERVICE unequalled.

**S** OFFICIAL repairers Rolls-Royce cars.

**S** ERVICING or overhauls

**C**OACHWORK renovations and accident repairs.

**S**PARES all models.—Tel. Flaxman 2223 (5 lines).

**JACK BARCLAY** (SERVICE), Ltd., Danvers St., Chelmsford, S.W.3 (near Battersea Bridge). [S1022/R]

**JACK** OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations—84-90, Holland Park Ave., Kensington, Park 5077.

**SERVICE** reception in Mayfair 18, Providence Court, North Audley St., Mayfair 5242. [C1050]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Rolls-Royce Spares and Service

**C**HARLES FOLLETT, Ltd officially appointed retailers and repairers.

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S**PARE parts

**S**ERVICE: Barnards Yard, off Elgin Ave., W.9. Tel. Paddington 5057-8-9. 10614/R

**A**LL spares for 20 and 25hp Phantom I and II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westgate St., Crystal Palace, S.E.19. Liv. 3362.

## ROVER 10

**1938** Rover saloon, guaranteed, £220; payments—Oldfield, 386, Kensington High St., N.W.14. Wes. 6631.

**1949**—1947 Rover 10 saloon, carefully maintained in excellent condition, £100—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**£395**!!! 1940 Rover 10 de luxe saloon, in such magnificent condition that it has been consistently maintained for 1947 motor car, also another 1939 saloon from £365—Below.

**£525**!!! Dear but worth it, the finest Rover 10 we have had! bodywork in good as the day it left the Motor Show, fully maintained, chassis in small mileage and beautiful condition. If you want the finest Rover 10 on the road to-day this is it; also choose 2 others from £245; 3 months' guarantee; hire purchase, exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. (C2052)

## ROVER 12

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

**1946** Rover 12, heater: £465—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

**1946** Rover 12 saloon, wonderful condition, any trim, black, £345—Prestwich 2057.

**£475**!!!—1947 Rover 12 de luxe saloon, beautiful bodywork, excellent mechanically; choice 2; 3 months' guaranteed hire purchase, exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).

**1948** Rover 12 Monta Carlo convertible, magnificent specimen engine just reconditioned, bargain: £165!!! Also 1937 10 saloon, in perfect condition, £150!!!—A.Z. Motors, 100, Palmerston Rd., N.W.8. Mai. 4723.

## ROVER 14

**S**IMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

**1936** Rover 14 4-door saloon very well maintained, tel. 2112-2155. High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

**1936** Rover 14 sports saloon, 1936, very well maintained, £155.—2, Arbourne Gdns., Longdon Rd., Shrewsbury. 8695.

**1946**—7 Rover 14 sportsman's saloon, finished unmarked with brown leather interior also unmarked, the appearance of this car is really excellent, the paintwork is unblemished, fitted heater, mechanically in excellent condition and remarkably quiet. This car was originally delivered to the private owner in 1947 and has been maintained regardless of cost, a genuine specimen, taxed: £395.

**M**ALDONSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, near Salford Hippodrome. Pendleton 3457.

## ROVER 16

**H** BEART & Co., Ltd., offer:—

**1947** Rover 16 6-light saloon, finished in black, in nice condition throughout; £445.—102, London Rd., Kingston-on-Thames. Kingston 3348. (C1081)

**1939** A Rover, new tyres: £295.—St. Albans 17025.

**£465**!!!—1947 Rover 16 de luxe saloon, beautiful vehicle inside and out; 3 months' guarantee; hire purchase, exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).

**1947** Rover 16 6-light saloon, recent factory overhaul, immaculate throughout; £465; 3 months' guarantee.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. (C4054)

**1946** (November) Rover 16 de luxe saloon, black, brown hide, spotless condition; £385 or £100 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6440.

## ROVER (60, 75 and 90)

**H**. C. PAUL, Ltd.

**1954** Rover 90 saloon, one owner, as new throughout, 7,000 miles: £1,195—32, Bruton Place, Berkeley St., W.1. Mayfair 0821-2. (C3040)

**COX'S** for Rogers.

**1954** (May) Rover P4 75, black with green leather, guaranteed 15,000 miles, radio and heater, throughout, written guarantee: £1,025.

**1953** Rover P4 75, nominal mileage, one owner, immaculate appearance, taxed to December, written guarantee: £995.

**COX'S** MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. (C1059)

**H**ATTON, Birmingham.

**1950** 1951, 1952 and 1953 used P4 Rovers in good condition, can be selected and fully serviced cars, price £750 to £1,075. One car for trial, inspection to any part of England, Scotland or Wales; all makes taken in part exchange; immediate delivery on hire purchase terms arranged and completed on the spot.—Hutton Motors, Ltd., Officially Approved Dealers, 71, Broad St., Birmingham. Midland 2437. (C2040)

**H** BEART & Co., Ltd., offer:—

**1949** (April) Rover P5 model 75 saloon, grey with grey hide upholstery, chauffeur maintained, immaculate throughout: £625.—102, London Rd., Kingston-on-Thames. Kingston 3348. (C1021)

## ROVER (60, 75 and 90)

**WARWICK WRIGHT**, Ltd., offer:—

**1954** Rover 90 saloon, grey with green leather, fitted heater, 4,000 miles: £1,285.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9769. (C4049)

**CHIPSTEAD MOTORS**, Ltd., offer:—

**P**3 75, black, outstanding condition throughout.

**C**HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/235/7154.

**1953** 75, 11,000 miles only, black: £975.

**ALEXANDER ENGINEERING**, Ltd., Haddenham, Bucks. Tel. 545. (C1094)

**H**. M. BENTLEY & PARTNERS, Ltd., offer:—

**1954** Rover 75, registered October, 1953, black and red, 10,500 miles: £1,100.

**9**, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C2054)

**R**OVER 75 saloon (July, 1953), green, one owner: £925.

**STRATSTONE**, 40, Berkley St., W.1 (Mayfair 4404). (C4022)

**R**OVER 75 saloon, 17,000 miles, in excellent condition, guaranteed: £935.

**I**PCO, Ltd. (Rovers Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. (C3052)

**R**OVER 75 saloon, carefully used and maintained, sage green/green: £975.

**A**LSO comprehensive stock of other Rover models.

**DUNHAM & HAINES**, Rover Distributors, 46, Castle St., Luton 2100/1. (C1079)

**R**OVER 75 saloon, black, grey leather: £985. (C3028)

**R**OVER 75, black, red leather, H.M.V. radio, superb condition: £1,225. (C2082)

**R**OVER 75 saloon, black, red hide, H.M.V. radio, spare unused, superb condition: £895. (C3010)

**R**obbins, East Putney, Tel. 7881.

**600** (June, 1952), Rover 75 saloon, black with red leather interior, equipped with radio and heater: £775.

**P**ARKERS, Ltd., Bradshawgate, Bolton 4080. (C5082)

**R**OVER 75, grey, fitted radio, carefully used by one owner, and perfect throughout, full history; price £900; seen Midxf. 2355. (S817)

**R**OVER 75 saloon, magnificent car in every way: £600.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

**R**OVER 90, black/black/red leather, H.M.V. radio, 16,000 miles, as new; £1,195.—Covettry & Jeffs, Ltd., Bristol 20091.

**R**OVER 75, authentic mileage 16,000, fitted radio, radio, colour scheme, meticulously maintained and immaculate throughout: £950.—Sidney Marcus, Ltd., 33, Sloane S.W.1. Tel. Sloane 5557/6970. (C4006)

**R**OVER 75 sports saloon, mid-green, leather, radio, heater, in splendid condition throughout; £755; written guarantee; terms, exchanges; trade enquiries welcomed.

**H**AROLD SIMONS, Ltd., 902/54 any time.

**R**OVER 75 sports saloon wanted.—Gordon Woodear, 48a, Dreatwade Rd., S.W.16. Streatham 6639.

**A**LMOST new Rover required immediately: 54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**W**ANTED, Rover, privately owned, small mileage car. 153, Billing Rd., Northampton. Tel. 2264.

**B**IRMINGHAM.—Post-war Rovers wanted, distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2437.

**W**ANTED, nearly new Rover, small mileage, distance no object; offers appreciated.—Portsmouth Rd., Guildford 2132-4. (C2081/R)

**P**OST-WAR Rover saloon wanted.—Gordon Woodear, 48a, Dreatwade Rd., S.W.16. Streatham 6639.

**A**LMOST new Rover required immediately: 54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**W**ANTED, Rover, privately owned, small mileage car. 153, Billing Rd., Northampton. Tel. 2264.

**R**OVER 75, black, grey, leather, radio, heater, in excellent condition throughout; £755; written guarantee; terms, exchanges.

**H**AROLD SIMONS, Ltd., 902/54 any time.

**R**OVER 75 sports saloon, black with red leather upholstery, fitted heater, an attractive car in excellent mechanical order, taxed: £54.—1, Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282.

**O**NE owner—1951 Rover 75, fitted heater, black, green leather, very smart, thoroughly recommended, written guarantee; choice of 2 from £750; terms, exchanges.—H. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. 54000.

**1954** Rover 75, finished with beige leather, 13,000 miles, one owner, fitted radio, a specimen car, £1,095; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Stratton Hill, S.W.2. Tulse Hill 4488. (C3016)

**R**OVER 75 (February) Rover 90, grey, red leather, H.M.V. radio, 11,000 miles, taxed: £1,150. (C3006)

**R**OVER 75, black, grey, leather, radio, heater, washers, standard mileage 11,000, taxed: £1,150. (C3007)

**M**ILHALL SERVICE Ltd., 55, Southwicks Square, London, W.8. Western 2269. (C775)

**R**OVER 75, black, grey, leather, radio, heater, washers, standard mileage 11,000, taxed: £1,150. (C775)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SINGER

GATEHOUSE offer:-

**1951** Singer roadster, black, first-class condition; £495.—Gateshouse Motors, Ltd., Highgate Villas, London, N.6. Tel. Mountview 4444. [C2021]

ELM AUTOSALES offer:-

**1951-2** Singer 1500 saloon in beige with beige hide, immaculate, heater, spotless condition, mechanically excellent; £495.—Elm Autosales, 68 Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

JACK POZNER (AUTOS) offer:-

**1950** Singer S.M.1500, black, as new; £479.—595, Hendon Way, N.W.9. Hendon 1425-4.

**H. A. SAUNDERS**, Ltd., Golders Green, offer:-

**1952** Singer 1500 saloon, one owner, black/beige hide, immaculate, highly recommended; £479.—Austin House, 140-144, Golders Green Road, Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4040]

**1949** Singer S.M.1500 saloon, 1950 series maroon; £395.—PARKERSON, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [C3082]

**1954** Singer S.M.1500 saloon, chrome, blue, complete specification, heater, first eg. in 1955, works mileage only; £795.—OTTERSONS, Ltd., Bolton Rd., Darwen 774 & Bottomgate, Blackburn 5084. [C3082]

**1951** Singer 1500, colour black, small mileage; £150.—Alford 1949 K1 sports 2-seater. [C3081]

**BUYING? Selling?** Performance Cars are your best bet. Please see page 48. [C3041]

**G & M ALFREDS** (1956), Ltd., 1953 Jaguar XK120 hard-top, late modifications, wire wheels, above average condition; £679.—Warren W. E. FORD 5292.

**HILL GARAGE** (THE WORKS), Ltd.—Singer Distributors. Ex-demonstration cars often available at special prices; usual terms, 1/2 down, 2 years to pay—Buckhurst 0541. See our display advertisement.

**SINGER** Le Mans 2-seater sports car, owned by enthusiast, completely overhauled, body, chassis, engine, upholstery, bills shown for £200, 2,500 miles since overhaul; £275.—Byron 4491, day, Byron 5549 evenings.

Singer Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Singer—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**H. A. SAUNDERS**, Ltd., Golders Green, require:-

**SINGER** cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

Singer Spares and Services

**LANCASHIRE**'s premier stockists—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 4809/10.

**THE SINGER** Agents for spares, service repairs, etc.—H. T. Menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverside 8291. [W754/R]

**GORDON CARS** (LONDON), Ltd., the London Singer Distributors for spares, repairs and service—Albana Lane, Golders Green, N.W.11. Speedwell 4701/2. [C1065]

**A**LLENS OF BRISTOL—Singer distributors for Somerset and Gloucestershire, comprehensive spare stock, quality chassis number—Berkeley Square, Bristol, Tel. 2218-9. [C1066]

**MANCHESTER**, South Lancashire, North Cheshire, special sales, service and spares facilities—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4980), and 176, Deansgate, Manchester. (Deansgate 4577.) [C1074/R]

SPORTS CARS

**CARS** for the enthusiast.

If you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. We also have good veteran vintage, Continental and sports cars, with all types of coachwork; immediate hire purchase and part exchange; we are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

**VINTAGE AUTOS**, Head office and main showroom, 66 London Rd., Tooting. Mitcham 3561. [C4079]

**B. & G. MOTORS** offer:-

**£235**—Morgan 4-4 open sports 2-seater, taxed, red, new hood and tonneau cover (real mohair), Windtunes, Ace Rimbellsiders, etc. goes like a bomb.

**£210**—Sunbeam-Talbot 10 open 1939 sports 4-seater, taxed, in opalescent green, very beautiful little car.

**£185**—Singer 9 Le Mans open 4-seater, immaculate cellulose, good hood and screens, new battery, etc.

**£155**—Alvis Firefly 12 open sports 2-seater in spotless green cellulose, ticks over like a little clock.

**£145**—Riley 9 Lycra open 4-seater, in green an unusually quiet engine, twin carbs, etc. M.G. B-type open sports 4-seater, black chassis, an extremely nice example, good hood and equipment.

**£110**—Singer 9 Le Mans type open 4-seater, green twin carbs, goes like a bomb.

**£95**—Wolseley Hornet special 12hp open 4-seater sports, yellow with maroon wings, body by Jensen.

**£55**—Wolseley Hornet 12 open sports 4-seater, red, 4 speeds, good hood and screens, etc. MANY others from £45; easy terms.—B. & G. MOTORS, Earls Mews, Arlington Rd., Camden Town, N.W.1. Gailliver 3291. [C1041]

**BERT MASON SPORTS CARS**, Ltd.

**£175**—B.S.A. Scout sports 2-seater, 1939, perfect mechanically and running, in red. £185—Jaguar 2½-litre open coupé, 1938. £195—Riley 15/6 Falcon saloon; hire purchase terms on all vehicles; we are open till 9 p.m.; many, many more in stock; our hire-purchase terms are made especially to suit you.

**BERT MASON SPORTS CARS**, 77, Cricketfield Rd., B. Clapton, E. 5. Amherst 1814. [C5075]

**BUYING? Selling?** Performance Cars are your best bet. Please see page 48. [C3041]

**Genuine** Aston Martin Le Mans team car, 2nd Fuchs Cup, 1933 Le Mans 2-litre engine fitted, excellent condition; nearest £300 secures.—R. Pate, 51, Toll Gavel, Beverley, Yorks. Tel. 23. [C5036]

## SPORTS CARS

ROWLAND SMITH for sports cars.

**845**—Triumph TR2, 1955 model, overdrive, numerous extras, one owner, 5,700 miles.

**645**—M.G. Midget, 1954 T.P. 2-seater, one owner, small mileage.

**545**—Austin-Healey 100HP engine, radio, etc.

**595**—M.G. Midget, September 1951 TD 2-seater, one owner.

**395**—Frazer Nash-B.M.W., 1958 model type 328 sports coupe.

**375**—Alfa Romeo 1949 K1 sports 2-seater.

**325**—M.G. Midget, 1947, TC 2-seater, British racing green.

**165**—Singer 9, December 1939, sports roadster, taxed.

**145**—B.S.A. Scout, 1939 10hp sports 4-seater, taxed.

**145**—Lagonda 1934 4½-litre sports saloon.

**145**—Morgan 4/4, 1958 model sports 2-seater.

**145**—Steyr, 1937 18/55 supercharged sports roadster, independent suspension.

**95**—M.G. Midget, 1953 18hp J2 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.

**5**—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**5**—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

## STANDARD 8

**M**ONTE CARLO Rally conversion, as fitted on works head 4 branch exhaust manifold, etc.; used and new cars available; demonstrations; send for details.

**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1058]

**1953**—Standard 8 saloon, clif green, red leather, one owner, extras, taxed, very clean, any inspection invited; 3 months' guarantee; £425.—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18. Vandycle 1166. [C4034]

## STANDARD 9

**1938** Standard 9, excellent original condition throughout; £185—h.p. terms and exchanges; Tudor 8075/1948 0235. [W4018]

**165**—Standard 9, December 1939 sports roadster, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

## STANDARD 10

**CARTWRIGHT HAMILTON** CARS, Ltd., offer:-

**1954** Standard 10 finished in Z-tone grey and red, fitted radio, heater, screen washers, etc., 2,600 miles, only; £385.—London Office, 622, Kensington High St., W.14. Wes. 0207. [C621]

**BERKELEY SQUARE HOUSE GARAGE**, Ltd., offer:-

**1954** Standard 10, Salvador blue, red leather, radio, heater, low mileage; £375.—BERKELEY Square, London, W.1. Grosvenor 4343. [C623]

**M**ONTE CARLO Rally conversion. See above under **STANDARD 8**.

**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. [C1054]

**1955** Standard 10 saloon, scarcely used, as new; £375.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 0212. [C625]

**M**ONTE CARLO Rally performance Standard 10, twin carbs, high compression head, 4 branch exhaust.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 553. [C2068]

**545**—Standard 10 late 1954 saloon, Salmon, Salter 1,550 miles, spare unused; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

## STANDARD 12

**£395**—Standard 12 drop head coupe, beautiful condition throughout; choice also 1948 saloon, also 1950 saloons from £255; 3 months' guarantee and hire purchase specialists.

**AMBLES OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

## STANDARD 14

**GLENFIELD LAWRENCE** offer:-

**1948** Standard 14 saloon, in grey, red upholstery, immaculate throughout; £345.—07, High Rd., N.12. [C2053]

**1955** Standard 14, 225S, 1947. Standard 14, 225S, 1947. [C2053]

**1946** Standard 14, 225S, 1947. Standard 14, 225S, 1947. [C2055]

**1948** Standard 14 drop head, grey, fawn top, low mileage, very clean, excellent condition, guaranteed; £350.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

**245**—Standard 14, 1947 four-door drop head, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**£345**—Standard 14 drop head, de luxe, 1948, only one owner and in entirely original condition throughout; very carefully used car of moderate age, fitted heater.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m. [C1055]

## RAYMOND VANGUARD

**RAYMOND WAY**, the hire-purchase specialists.

**1953** Standard Vanguard saloon, black coachwork with red leather upholstery, 12,000 miles only; choice of three others in similar condition; 599/- or £112/1 deposit, balance in monthly instalments.

**HIRE-PURCHASE** terms on the spot with no references, no formalities or guarantees; part exchange on your present motorcycle or car; always 200 cars under £500 to choose from.

**RAYMOND WAY**, 504, Barnsbury Rd., Kilburn, N.W.6. Maida Vale 504 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

**CAR MART**, Ltd. [C4047]

**1953** Standard Vanguard Phase I saloon, black, red vinyl upholstery; £550.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

**NEWNHAMS**, Ltd.

**1954** Standard Vanguard saloon, 5,000 miles.

**£675**—Newnhams, Ltd., 235/79 Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

**1953** Standard Vanguard saloon, black, 4 doors, 4 seats, 7,000 miles.

**£645**—terms; exchanges; Northwicks Garage, Swiss Cottage, N.W.3. [C3025]

**1939** Standard 8 drop head coupe; £190; reconditioned engine, etc., new hood.—Ring 7421.

**1947** Standard 8 saloon, magnificent, guaranteed; £240; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1519. [C4076/1]

**1948** Standard 8 4-seater, excellent, guaranteed; £245; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1519. [C4076/1]

**1948** Standard 8 saloon, black, splendid condition throughout; £285.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4018]

**M**ONTE CARLO Rally performance Standard 10 twin carbs, 4 branch exhaust, h.e. head, high ratio, etc.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 553. [C2068]

**PRIDE & CLARKE**, Ltd., 1954 Standard 8 saloon, 8 saloons, 10 miles, various several colours and specifications; from £420; 3 months' guarantee, terms; exchanges, lists—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**CHARLES FOLLETT**, Ltd., offer:-

**1952** Vanguard estate car, grey, heater, one owner, speedo reading 27,000 miles, excellent condition, guaranteed; £675; h.p. facilities.

**SHOWROOMS**—18, Berkeley St., W.1. Mayfair 6266.

**SERVICE**—Works and Stores: Barndale Yard, off Eign Ave., W.9. Cunningham 5936. [C2010]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD VANGUARD

WARWICK WRIGHT, Ltd., offer:-

**1954** Standard Vanguard saloon, black with red leather, fitted heater, 9,000 miles; £675.  
**1954** Standard Vanguard saloon, blue with red leather, fitted heater, 6,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

GUY SALMON AUTOMOBILES offer:-

**1954** Standard Vanguard Phase II, 15,000 miles, standard and heater faultless condition; £665.  
**1954** (October) Standard Vanguard estate car, 14,000 miles on, overdrive and heater, grey/blue, interior, thoroughly recommended; £695.-  
 Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

WOKING MOTORS (MAYBURY HILL), Ltd.

**1953** Vanguard estate, 14,000 miles, in new condition throughout; £715.-Woking 4377-8.

HENDON CENTRAL GARAGE, Ltd., offer:-

**1951** Standard Vanguard saloon, £475; also

**1952** Standard Vanguard saloon, all extras, £525.-Watford Way, Hendon Central, N.W.4.

[C2034 BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:-

**1954** Vanguard saloon, black, red leather, radio, heater, overdrive, in showroom condition; £700.

BERKELEY Square, London, W.1. Grosvenor 4343.

**1954** (March) Standard Vanguard estate car, 4,000 miles only; £625.

GEORGE NEWMAN &amp; Co., 369, Euston Rd., London, N.W.1. Euston 4466.

**1952** Standard Vanguard, grey, heater, 4 months' guarantee; £525.

GEORGE NEWMAN &amp; Co., Wembley 6262.

**1950** Vanguard, one owner, heater, leather, available 1st April.—Brentwood 2622.

**1952** Standard Vanguard, black, heater, one owner; £495.-Below.

**1951** Standard Vanguard, 2445—Vanderbilt 215, Ha'ntock Hill, N.W.3. Primrose 4441.

**1952** Standard Vanguard 1949, one owner, new tyres choice; 5 more others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Park 5068-7 (50 yds. Holland Park Tube) exchanges, below.

**1951** Standard Vanguard, maroon and tan leather, radio, heater, very clean; £475. £119 deposit, balance 24 months.

MCLEOD, Ltd., 222, High Rd., Finchley, N.12. Hillside 0560-5532.

**1954** (April) Standard Vanguard saloon, black/red, one owner, 16,000 miles; £595.-New Cross Car Mart, Tideway 2908.

**1951** Standard Vanguard 4-door estate car, fitted overdrive, excellent condition throughout; £495.-Below.

**1949** Standard Vanguard estate car, 4-door, very good condition throughout, fitted radio; £425.

STANDAR VANGUARD PHASE II saloon, overdrive etc., S. Winchester. Tel. 4965.

**1954** other Vanguards in stock—Autowork, Ltd., S. Winchester.

**1953** Phase II Vanguard, black/red, twin spotlights, twin wipers, immaculate; £525.

**1953** same, twin wipers, immaculate; £525.

**1953** same, twin wipers, 20,000 miles.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

**AZ MOTORS** for utility bargains!—1951 Bedford Martin Walker 7/8-sqr. Utilitycon, carefully used, £555.—1950 ditto, £365.—100, Palmerston Rd., N.W.8. Tel. 5723.

**1955 Standard Vanguard estate car, grey leather, heater, list price.—Motorists (London) Ltd., etc., Great North Rd., E. Finchley Station, N.11. Tel. Tudor 2301-3.**

**BEDFORD** Deluxes, by Martin Walter, A. H. F. Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-3.

**1952 Jowett Bradford utility, blue, 4 seats, one owner, good tyres, heater, good condition throughout, 3 months' guarantee, £295.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166.**

**1953 (Sept.) Hillman Estate Car, genuine 15,000 miles, one owner, used only for private purposes, in excellent condition, £685.—Meadle (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2.**

**ROSE & YOUNG, Ltd., offer 1952 (October) Vanguard estate car, 15,000 miles, heater, spot lamp, etc., immaculate condition, one owner, £565.—65-69, Steinholm Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6646.**

**BEDFORD Dormobile. 1954. Martin Walter coachwork, finished in black, one owner, (utility) heater, etc., £625.—14,000 miles only, definitely equal to brand new. terms, exchanges, £12. Church St., Luton 4212.**

**AUSTIN 16HP, genuine works production, 4-door, ash body, 16,000 miles, one owner, £665.—34,000, fitted heater, spotlights, etc., examination welcomed; £425; terms; exchanges. Tel. Birmingham, Highbury 4773 after 6 p.m.**

**CASSE MOTOR MAR.—1955 Morris Dormobile, blue, semi-leather, £695.—1953 Standard Vanguard 2-door de luxe estate, 15,000 miles, one owner, £625; all estates sold in the same outstanding condition as our cars; written guarantee.—5, Warren St., W.1. Euston 3523.**

**RENT-A-CAR LTD., offer 1954 Hillman Minx estate, £550; another, £525; 1950 Hillman Minx estate, £485; 1951 A40, £395; 1948 Ford de luxe utility, £195; 1949 Ford 10, £250; 1958 Studebaker shooting brake, £95; many others; easiest possible terms; trade enquiries welcomed.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Tel. 2700 and 8894.**

**Utility Cars Wanted**

**ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894.**

**VANGUARD** car wanted, must be small, 1000cc, and in first-class condition.—A. K. Austin, Ltd., Tel. Nottingham 63251-2.

**ROWLAND SMITH'S, car Buyers.—Highest cash prices for Utilities—Hampstead (Tube, N.W.3). Hanbury 1100.**

**BEDFORD** Dormobile by Martin Walter wanted.—B. Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tel. Tudor 2301-2.

## VAUXHALL 10

**£225—1959 Vauxhall 10 de luxe saloon, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509.**

**1939 Vauxhall 10 saloon, recon. engine, £1000.—1939 relubricated, very good condition throughout, guaranteed; £265.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kln. 8104.**

**1955 (Oct.) Vauxhall 10, 1959 saloon, leather, good condition; terms, exchanges, £100; open week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.**

## VAUXHALL 12

**1948 Vauxhall 12 saloon black with brown interior, moderate mileage, general condition well above average; £350.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396.**

## VAUXHALL 14

**1939 Vauxhall J type saloon, very clean car, in excellent order, fitted radio; £245, or £285, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106.**

## VAUXHALL WYVERN

**GLANFIELD LAWRENCE offer:—**

**VAUXHALL Wyvern saloon (September, 1953) black, one owner, absolutely immaculate; £655.—407, High Rd., N.12. Finchley 0931.**

**1953 Wyvern, black and red leather upholstery, heater, etc.; £595, £120 deposit, balance 24 months.**

**1951 Wyvern, black and beige leather, heater, etc.; £465, £115 deposit, balance 24 months.**

**MCLAREN & COX, Ltd., 928, High Rd., Finchley, M.12. Tel. Hillside 0560/9355.**

**1952 Vauxhall Wyvern saloon, green with fawn interior, first registered September, fitted heater, windscreens, windows and extras; £575.**

**PARKERS, Ltd., Bradshawgate, Bolton 4060.**

**1951 Vauxhall Wyvern saloon, black, beige leather, a specimen car; £495.—Cardiner & Co. Ltd., don't know what it cost; £460.**

**1951 Wyvern saloon, guaranteed; £465; exchanges, terms.—Palmer's, 5, Russell Goods, Mews, Kensington, W.14. Park 9704 and 5968.**

**6000 miles.—1951 Wyvern, one owner, just £695.—Bennetts Motor, Hanover Rd., and 67, High Rd., Hounslow, Middlesex, Hous 0175.**

**1952 Vauxhall Wyvern, black, one owner, immaculate condition; £545.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.**

**1951 Wyvern, heater, immaculate; £465.—Jack Pomer, 12026, 395, Hendon Way, N.W.9. Hendon 1423-4.**

**£385—1950 Vauxhall Wyvern saloon, in excellent condition; terms, exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988.**

**1950 Vauxhall Wyvern, one owner, black with leather upholstery, heater, good tyres, taxed year; £415.—110, Battersea Rise, S.W.11. Battersea 0548.**

**1953 (Sept.) Wyvern, 14,000 miles, one owner, black, fitted many accessories, immaculate condition; £635 o.n.o.—13, Mansion Hill, Halton, Aylesbury.**

## VAUXHALL WYVERN

**JAN. 1954, grey, immaculate, carefully driven, voucher maintained, heater, 17,000; £690.—Jones, 143, Park St., Bridgend.**

**1952 Vauxhall Wyvern saloon, square engine, 2,000 miles, metalchromite grey, fitted radio, heater, loose covers, screw washers, spot lamp, beautifully maintained by one fastidious owner since new; £575.**

**1949 and loose covers excellent in appearance and mechanically, very good tyres; £415.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 6892.**

**1954 Vauxhall Wyvern saloon, radio and heater, 7,000 miles; £695.—British & Colonial Bar, 188, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.**

**1954 Vauxhall Wyvern saloon, radio and heater, 7,000 miles; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.**

**1954 Vauxhall Wyvern saloon, radio and heater, 7,000 miles; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.**

**1953 Vauxhall Wyvern Cars Wanted**

**A LOST new Wyvern required immediately.—54, Streatham Hill, S.W.16. Tulse Hill 2676.**

## VAUXHALL VELOX

**A 1 at Browns.**

**1953 Vauxhall Velox, black, heater, etc., 14,000 miles; £675.**

**J. W. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284 (5 times).**

**BENTALLS, Ltd.**

**1952 Vauxhall Velox, heater; £575.**

**1953 Vauxhall Velox, loose covers, radio, heater; £675.**

**KINGSTON-ON-THAMES. Kingston 1001.**

**[C1095]**

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN**

**RAYMOND WAY the hire purchase specialists.**

**1950 Vauxhall Velox saloon, a really immaculate example, radio, heater, spot lamps and various other extras included, super performance; 42,995, or £90 9s deposit, balance 24 months.**

**TRUSSARDI PURCHASES the spot with no 'offer', no formalities or guarantors, part exchange on your present car, motorcycle or car; always 200 cars under £200 to choose from.**

**J. RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maida 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).**

**H. C. PAUL, Ltd.**

**1954 (Oct.) Vauxhall Velox, radio, heater, spot lamp, 6,000 miles only; £725.—23, Bruton Place, Berkhampstead, Herts. Mayfair 0821/2.**

**B. J. HUNTER, Ltd., offer:—**

**1954 Vauxhall Velox saloon, low mileage, unmarked, £725.**

**J. H. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.**

**OVERSEAS CARS, Ltd., offer:—**

**1953 (October) Vauxhall Velox saloon, black, red upholstery, tartan loose covers; £695.—For other Overseas car bargains, see page 57.**

**OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475.**

**1953 Velox, immaculate; £625.**

**S. COLE CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676.**

**G. LANFIELD LAWRENCE offer:—**

**1950 Vauxhall Velox, heater, radio, exceptional condition; £495.—407, High Rd., N.12. Finchley 0931.**

**1952 Vauxhall Velox, green, radio, heater, taxed to December, 29,000 miles; £660.**

**H. HOLLAND PARK AUTOMOBILES offer:—**

**1953 Vauxhall Velox, black, red leather, heater, £635.—142, Holland Park Ave., W.11. Tel. 2626.**

**1952 Vauxhall Velox, square engine, l.h.d.; £490.**

**E. RIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266.**

**1950 Vauxhall Velox, radio, heater, excellent condition; £495.**

**S. COLE CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676.**

**1953 Vauxhall Velox, one owner, excellent condition; £625.**

**GORDON GREEN, Ltd., Russell Parade, Greenford, Middlesex, Tel. 0896 3761.**

**1953 Vauxhall Velox, new engine; £445.—55, High Rd., Wembley, Middlesex. Tel. Wembley 4222 and 4422.**

**1953 Vauxhall Velox, green and two-tone top, square engine, radio, heater, etc.; £585. £120 deposit.**

**1951 Vauxhall Velox, blue and grey leather, low mileage, very nice car; £475. £119 deposit.**

**1950 Vauxhall Velox, black and beige leather, one owner, heater, etc.; £450. £110 deposit.**

**M. N. 12 Tel. Hillside 0560/9355.**

**1951 Vauxhall Velox; £495; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashton-under-Lyne, Tel. 2960.**

**1953 (Oct.) Vauxhall Velox, grey, heater, £660.**

**Hounslow 2552.**

**1952 Vauxhall Velox, black and red, every conceivable extra; 720 miles only, cost £250; nearest offer, £241.**

**1954 Vauxhall Velox, black and brown, heater, recorded mileage 16,000, as new; £675.**

**Lodgers, Royston (8779)**

## VAUXHALL VELOX

**1954 Vauxhall Velox saloon, black, 5,000 miles; £695.—O. S. Hall, Ltd., 302-6, King St., W.6. Riverside 2881.**

**1953 Velox, grey, heater, etc., 23,000 miles, etc.; £695.**

**1954 Vauxhall Velox saloon, 1954, one owner, nominal mileage, £695.**

**1954 Vauxhall Velox 1953, March delivery, in blue, leather interior, heater, Nu-way mats, Regency covers, maintained since new by local distributor, one owner.**

**C. C. LEIGHTON, Ltd., Leighton Buzzard 2041. Write for Catalogue: showroom open until 8 p.m. [C1035]**

**Vauxhall Velox, dark blue, grey leather, 18,000 miles, immaculate condition throughout.—Archway Motors, Walton-on-Thames 2876.**

**1954 Vauxhall Velox, heater, Underseal paint, Screenacle, fog lamp, reverse lamps, one owner, 6,000 miles available end April; £725.**

**1953 Velox, saloon, one owner, black, brown leather, in very good order throughout; £625; written guarantee; terms, exchanges; trade enquiries welcomed.**

**HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.**

**1955 Vauxhall Velox saloon, black and red, un-used, taxed for sale owing to exceptional circumstances; £625; terms, exchanges; immediate delivery; 15, Church St., Luton 4212.**

**1952 Vauxhall Velox, grey and green/blue/green, heater, etc.; £625.**

**1952 Vauxhall Velox, grey and green, heater, etc.; £625.**

**1955 Vauxhall Velox, grey and green, heater, etc.; £625.**

**1955 Vauxhall Velox, grey and green, heater, etc.; £625.**

**1955 Vauxhall Velox, grey and green, heater, etc.; £625.**

**1955 Vauxhall Velox, grey and green, heater, etc.; £625.**

**1955 Vauxhall Velox, mist green, heater, etc.; £625.**</p

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## Vauxhall Miscellaneous Cars Wanted

**R**S OULAND SMITH'S, the Car Buyers.—Highest cash price for Vauxhall.—Hampstead (Tube), N.W.5. Ham. 6041. [W4012/R]

**S**HAW & KILBURN, Vauxhall main dealers.

**W**ILL purchase modern Vauxhall cars.

**A**-6, Berkeley Sq., W.I. Grosvenor 4522. [C4012/R]

**GN**, Ltd. (Vauxhall Main Dealers).

**H**AVE you a post-war Vauxhall for sale? Contact G.O.L. Ltd., 278, Balham High Rd., S.W.12. Tel. Balham 1023. [W2003/R]

**V**AUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375.

**XXX** Excellent cash prices paid for good Vauxhall cars.—H. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**URGENTLY** required, post- and pre-war Vauxhalls, cash immediate pay.—Hamilton Motors, Ltd., 14, Vauxhall Mansions, Vauxhall, Eastern Rd., London, W.2. Call, write or tel Paddington 0222. [W2052/R]

Vauxhall Spares and Services

**CAC** CROYDON AUTOMOBILE COMPANY, Ltd.

**V**AUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturer's repair rates complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' cost, plus labour and materials and all other repairs to your Vauxhall or Bedford at:

**BEDFORD** House, 380-388, London Rd., Croydon, Tel. Thornton Heath 5275 (14 lines). [W2055/R]

**KJ** MOTORS, Ltd., spares, accessories, recommended units, Perkins diesels. Bromley, Tel. Ray 5456 [0969]

VETERAN CARS

**W**ELSHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars, all types. [C4070]

VINTAGE CARS

**1917** Ford T specimen, full electrics, starter, new tyres, hood, battery, spares; £160.—Thornton Cottage, West Wittrington, Sussex. [W560]

**CASS'S MOTOR MART**—1924 Bentley 3-litre Weyman saloon, just renovated at cost of £150, one owner last 15 years.—5, Warren St., W.I. Euston 4110.

**ROLLS-ROYCE** Silver Ghost, 1920-1, three, £100 each; limousine bodies in first-class condition.—Bennetts (Futtingham), Ltd., Shakespeare St., Nottingham. Tel. 43074. [W462]

Vintage Cars Wanted

**L**OW h.p. tourer, vintage car preferably, with spares, good condition.—Mead, 49, Uffington Rd., S.E.2. [C4070]

VOLKSWAGEN

**C**OLBORNE GARAGE, Ltd., Ripley, Surrey THE Volkswagen Centre

**T**HE original U.K. specialists and leading distributors insist on our genuine spares and specialised service, coachbuilding, customising, new, used and reconditioned cars available.—Tel. Ripley 2561. [C5075/R]

**HPG**

**L**ATEST 1.192cc type 1954 VW de luxe saloon, owner unexpectedly forced to buy a great brochure, had covered 10,000 miles, set of wrenches and every detail in order, finished black, chrome and beige and as new throughout, little extra comforts include petrol gauge, cover and reversing light; £640 or fair offer terms, exchanges.—Highams Park, London Garage, 10, Lower Bedford Rd., Highams Park, London, E.4. Tel. 7209-3051. [C1066]

**BRADSTOCK MOTORS, Ltd.**, offer:-

**1954** Volkswagen de luxe, radio, heater, two spots, 1.192cc, 1954, West Essex conversion giving fantastic performance, 9,000 miles, one owner; £745.—Chase Rd., Epsom 5696-7. [C1090]

**BUYING & SELLING?** Performance Cars are your best bet. Please see page 48. [C5041]

**PERFORMANCE CARS** official Volkswagen agents—New and used model stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041]

**1954-5** low mileage de luxe saloons in stock—Ralph Beare Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494. [C1091]

**1954** (Sept.) Volkswagen saloon, low mileage, one owner; £575. Wheelers (Newbury), Ltd., The Broadway, Newbury. Tel. 2777-2778. [C1065]

**1955** series de luxe saloon, one owner, several extras guaranteed; £640.—David Motors, Ltd., 275, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080]

**1953** (November) Volkswagen de luxe, one owner, under 17,000 miles, £550.—Richardson & Carr, Ltd., 35, Kinnerton St., S.W.1. [C5045]

**V**W sports cars, new, second-hand, so you can have your own converted; cruise at 80 mph while doing 55 mpg; only suppliers—West Essex Engineering Co. Ltd., Abingdon, Oxfordshire, 2777-2778. [C1064/R]

**V & F MONACO MOTORS** the only Volkswagen specialists in London, offer you their unique experience obtained in five years of servicing and repair of more than 1,500 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—

**V & F MONACO MOTORS**—1954 de luxe saloon 9,000 miles, 1.192cc, bronze, extras; £620. [C1062]

**V & F MONACO MOTORS**—1954 standard saloon, 1.192cc, 1954, £550. [C1063]

**V & F MONACO MOTORS**—1947 standard saloons, choice of two, including one reconditioned throughout.

**V & F MONACO MOTORS**—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [C642/R]

## Volkswagen Cars Wanted

**RICHARDS & CARR**, Ltd., buy Volkswagen—35, Kinnerton St., S.W.1. Sloane 5424. [W3065]

**WHY** accept less for your Volkswagen saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Grosvenor 2234. Open week-days, 9 a.m. to 6 p.m. [W2008]

**BRADSTOCK MOTORS**, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5696. [C414]

**V & F MONACO MOTORS**—The Volkswagen buyers & sellers, 6 Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [C641/R]

## Volkswagen Spares and Service

**VW** MOTORS, Ltd.

**G**EUNIQUE spare parts may now be obtained from sole concessionaires—79-85, Davies St. (entrance in Weighouse St.), May. 7616. [C647]

**COLBORNE GARAGE**, Ltd., Ripley, Surrey

**G**EUNIQUE Volkswagen spares: 24-hour postal service; technical service available.—Tel. Ripley 2561. [C645]

**PRIDE & CLARKE**, Ltd.—By return? Volkswagen spares service—Stockwell Rd., S.W.9. Brixton 6251.

**MOOSES MOTORS**, Ltd., at their Davies Street (May fair 2561) and Dorset House (Wellington 7980) branches have factory trained mechanics and offer you full service with repairs & parts facilities.

**V & F MONACO MOTORS** Volkswagen specialists, 6 Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [C644/R]

## WOLSELEY

**E**USTACE WATKINS, Ltd., the sole London distributor.

**1953** Wolseley 4/44 saloon, black, brown upholstery, 14,500 miles, one owner, carefully used.

**EUSTACE WATKINS**, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Cromwell 5181).

**SCLOOMIES, Ltd.**

**1946** Wolseley 10 saloon, black, brown leather after thorough; £565; unique guarantee, part changes, car or motor cycles 18-52, Dudding Hill Lane (nr. Dollis Hill Underground). Tel. Willesden 4569. [C4017]

**ELITE MOTORS** offer:-

**1950** (Aug.) Wolseley 6/80 saloon, one owner since new, speedometer reading of only 3,990 miles, undoubtedly genuine, unusual opportunity to obtain a virtually new vehicle at £525.

**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 1200 (20 lines). [C2005]

**TOM GARNER**, Ltd., offer:-

**1953** Wolseley 4/50 saloon, grey, heater, 16,000 miles. [C2020]

**BEART & CO., Ltd.** offer:-

**1953** Wolseley 4/44 saloon, one owner, low mileage; £695.

**1952** Wolseley 6/80, radio, heater, one owner; £585.

**1949** Wolseley 6/80 saloon, one owner; £395.—102, London Rd., Kingston-on-Thames, Kingston 1548. [C1081]

**WARWICK WRIGHT**, Ltd., offer:-

**1954** Wolseley 4/44 saloon, grey with grey leather, heated heater, 10,000 miles; £795.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1 (Mayfair 9761). [C4045]

**1952** Wolseley 4/50, radio and heater, immaculate.

**SCOTT & SONS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

**BEARTS OF KINGSTON**, Wolseley distributors—spares and repairs—102, London Rd., Kingston 1548. [C1083]

**1939** Wolseley 12 saloon, guaranteed, £245; payment, Oldfield, 386, Kensington High St., W.14. Tel. 6631. [C3023]

**1951** 6/80 saloon, green/green leather, heater, one owner, only 10,000 miles, excellent condition; £525.—Weybridge 1315. [C1065]

**1950** (Sept.) 6/80, September 1949, saloon, leather, heater, one owner, excellent condition; exchanges—Rowland Smith, below.

**1948** (Aug.) Wolseley 14/60, 1939 de luxe saloon, sliding head, leather, excellent condition; terms, exchange, hire, 10,000 miles, 7 week-days and Saturday, Rowland Smith, Hampstead (Hampstead Tube). [C4016]

**1955** (Series) Wolseley 4/44 saloon, black, 900 miles. [C2010]

**1951** Wolseley 6/80, heater, beautiful condition, a bargain for private buyer; £450.—W.1. Tel. 2521, Ext. 45, week-end or evenings. [C751]

**1954** Wolseley 6/80, maroon, 8,000 miles, tartan covers, windscreen washers, taxed Dec. 1952.—Vos, 5, Bricketfield, Harrow, Byron 3549, office Byron 4491. [C645]

**8000** miles only—Wolseley 4/44, metallic grey, heater and windscreen washers, 2750, one owner, fitted Bruton Place, W.1. Mayfair 0661-2. [C4082]

**HILLWOOD MOTORS**—Wolseley 14/60, 1938, de luxe saloon, special drop head coupe, smart, up-to-date appearance, excellent performance; £145.—Mill Hill (London) 4232. [C6675]

**CASS'S MOTOR MART**, 1952 Wolseley 6/80 saloon, grey, heater, outstanding condition, one owner; £595; written guarantee. 5, Warren St., W.1. Euston 5523. [C6402]

**WOLSELEY** 8 1947 model, low mileage, good condition, black, brown upholstery; £435 o.n.o.—Barney, West Huntingdon Hall, Huntingdon, York Tel. York 8282. [C562]

**1953** Wolseley 4/44 saloon in black, brown leather and numerous low mileage, carefully maintained; £695.—R.S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

**1953** Wolseley 6/80 saloon, black, one owner, mechanical leather, unblemished appearance, splendid exchange trade enquiry welcome; terms, exchange guarantee. [C4013]

**HAROLD SIMONS**, Ltd., 397-401, High Rd., East Finchley, N.2. [C4065]

**1600** miles—1954 Wolseley 4/44, saloon, many extras, £400. [C1066]

**1950** (Aug.) Wolseley 4/44, saloon, black, hide leather, 14,000 miles, approx. immaculate, condition, heater, screen washers, etc., used by managing director engineering company maintained regardless of cost; £460.—Tel. King, Vic 6066 appointment to view. [C1067]

**1954** (Aug.) Wolseley 4/44, saloon, opalescent lamp, 9,995 miles only, one owner, solely maintained by us, perfect specimen, condition as new; £760.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. Vigilant 0125. [C532]

**WOLSELEY 6/60 Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [W4013/F]

**Wolseley Cars Wanted**

**S**R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**Wolseley Spares and Services**

**W**OLESLEY 8 1947 model, low mileage, good condition, black, brown upholstery; £435 o.n.o.—Barney, West Huntingdon Hall, Huntingdon, York Tel. York 8282. [C562]

**1953** Wolseley 4/44 saloon in black, brown leather and numerous low mileage, carefully maintained; £695.—R.S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

**1953** Wolseley 6/80 saloon, black, one owner, unblemished appearance, splendid exchange guarantee. [C4013]

**HAROLD SIMONS**, Ltd., 397-401, High Rd., East Finchley, N.2. [C4065]

**1600** miles—1954 Wolseley 4/44, saloon, many extras, £400. [C1066]

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**WOLSELEY 6/60 Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [W4013/F]

**Wolseley Spares and Services**

**W**OLESLEY 8 1947 model, low mileage, good condition, black, brown upholstery; £435 o.n.o.—Barney, West Huntingdon Hall, Huntingdon, York Tel. York 8282. [C562]

**1953** Wolseley 4/44 saloon in black, brown leather and numerous low mileage, carefully maintained; £695.—R.S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

**1953** Wolseley 6/80 saloon, black, one owner, unblemished appearance, splendid exchange guarantee. [C4013]

**HAROLD SIMONS**, Ltd., 397-401, High Rd., East Finchley, N.2. [C4065]

**1600** miles—1954 Wolseley 4/44, saloon, many extras, £400. [C1066]

**1950** (Aug.) Wolseley 4/44, saloon, black, hide leather, 14,000 miles, approx. immaculate, condition, heater, screen washers, etc., used by managing director engineering company maintained regardless of cost; £460.—Tel. King, Vic 6066 appointment to view. [C1067]

**1954** (Aug.) Wolseley 4/44, saloon, opalescent lamp, 9,995 miles only, one owner, solely maintained by us, perfect specimen, condition as new; £760.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. Vigilant 0125. [C532]

**WOLSELEY 6/60 Cars Wanted**

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**WOLSELEY 6/60 Cars Wanted**

This section closes for press at 12 noon on Fridays

## COMMERCIAL VEHICLES

H. BEARI & Co Ltd., offer:-

**1950** Bradford de luxe van, with side windows, £195.-102. London Rd., Kingston-on-Thames. Kingston 3348. [C1081]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

**1953** Ford 10cwt van in truly immaculate condition, colour mist green, with windows; £350. MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (15 lines). [C1068]

SIMPSONS MOTORS (WEMBLEY), Ltd., English car sales division offer:-

**1946** Ford 10cwt van, £175; 1947 30cwt Commer truck, £115; 1947 Ford 10cwt van, £195.-355, High Rd., Wembley, Middlesex. [C4015]

**1948** Renault 5cwt van, guaranteed, £180; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

BUNTINGS MOTOR EXCHANGE for light commercials all makes, Bradford specialists; list on request.—Bonnerville Lane, Harrow. Tel. 6225-1024/R

MORRIS J type van, 10-12cwt September 1953, one owner, mileage 15,000, excellent original condition throughout; £345. H.P. terms and exchanges.—Tudor 8073/Fitzroy 0293.

G & M ALFREDS (1936), Ltd.—1953 Ford 10cwt van, good van, superb; 1944 Ford 10cwt van, new condition; £245. 1951 Vanguard, £355; 1952 A40, £325; 1951 A40, £295, another £285; 1952 A40 pick-up, 7,000 odd miles, £385; 1951 A40 pick-up, £295; 1951 A70 pick-up, £295; 1953 Ford 10 van, £325; another £325; 1953 Ford 10 van, £325; another £135; another £135; 1947 Austin 10, £150; 1946 Morris 10, £145; 1947 Bedford 10 cwt, £145; 1946 Austin 8, £135; 1951 Austin 8, £195, another £185; 1947 Morris 8, reconditioned, £185; many others from £100—Tel. or 6225-1024/R. Euston N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. Easiest terms. Trade enquiries welcomed.

**1949** Ford 10cwt Luton van, also own van, £295. 1951 Ford 5cwt, with window panels and wood grained; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9705 and 5988. [C3034]

UNREGISTERED L.D.V. Tri-Van (3-wheeler), 3cwt 25 cubic feet capacity, £100. Turner Tiger, 10cwt engine, 74mpg, half list; £95, or exchange for war car with cash adjustment.—G.F.S., 869, St. Albans Rd., Watford, Herts. Garston 2694. [C3086]

**1954** Morris Minor van low mileage; £365.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey 6677/Burgh Heath 2576. [C3056]

ROYS AUTOMOBILES, Ltd., offer:—1953 Ford 8 van, £195; another £225; 1953 Bedford 10/12 cwt, lighting door van, £450; 1951 Vanguard, £355; 1952 A40, £325; 1951 A40, £295, another £285; 1952 A40 pick-up, 7,000 odd miles, £385; 1951 A40 pick-up, £295; 1951 A70 pick-up, £295; 1953 Ford 10 van, £325; another £325; 1953 Ford 10 van, £325; another £135; another £135; 1947 Austin 10, £150; 1946 Morris 10, £145; 1947 Bedford 10 cwt, £145; 1946 Austin 8, £135; 1951 Austin 8, £195, another £185; 1947 Morris 8, reconditioned, £185; many others from £100—Tel. or 6225-1024/R. Euston N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. Easiest terms. Trade enquiries welcomed.

**Commercial Vehicles Wanted**

NEW A30 grey van wanted, makers price, cash.—N. Marshall, 2, Braintree Rd., Bournemouth 6686. [C3057]

ROYS always good buyers of vans and utilities—R. 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3058]

**CARAVAN ACCESSORIES**

CAR makers approve Witter towing brackets.—Witter 134, Foregate St., Chester. 4. [C3057/R]

TOWING brackets, over 30 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. [C3076/R]

### CARAVAN EQUIPMENT

WORTH caravan and trailer, chassis, undergear, parts; write for lists.—Jerry Wadsworth & Sons, Ltd., Ripponden. [C3059/R]

EASON guaranteed chassis, undergear, interior equipment, accessories, catalogue 52 pages, 400 items and price lists, 9d stamps.—Eason Works, Dyrham St., Rockdale Rd., Manchester, 4. Deansgate 4414.

HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 243, Wolverhampton Rd, Heath Town, Wolverhampton. [C3061/H]

### RICE TRAILERS

ALL models for goods, livestock and horses, usually in stock; terms, exchanges; distance no object.—Sam Robbins, Ltd., Tel. Coventry 63242. [C3062]

## NEW & USED CARAVANS, TRAILERS, ETC.

### NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makers of National Caravan Council approved caravans, R.A.C. approved sites at Eustree and Birchington-on-Sea.—If you cannot call, drop in or telephone 01227 2511 for full information at our head office at Barnes Bay, Eustree (1165 and 1564), or Court Mount, Canterbury Rd., Birchington-on-Sea. Thanet 41657.

BURLINGHAM new 14ft 4-berth, choice of layouts, hand made, £595; modern hire fleet available.

BURLINGHAM CARAVANS, Garstang, Lancs. [C327/R]

### SECOND-HAND CARAVANS

JUBILEE "Dragonfly" 24ft 4-berth, separate end-kitchen and toilet, foot bath, heating and airing stove, 4 tables, wardrobes, etc., as new, many fittings; £275. [C327/R]

ALLANBROOK "Van Dolly" exceptional towing comfort, used once, suit any caravan; £55 n.o.n.

PURCHASED—VAN DOLLY, £55 n.o.n.; £100. RAVEN touring 14ft; end-kitchen, gas fire, all usual fittings, ideal fast touring; £235 n.o.n.—Wilson, Lane End, Willaston (2287), Wirral. [C457]

### SECOND-HAND CARAVANS

£300 or offer.—Four-berth Countess, lantern roof sunlounger; seen Enfield, Laburnum 5560. Box 2550. [C3051]

### CARAVANS FOR HIRE

GOOD class caravans for hire at attractive site, Orcome Point, Exmouth, April—September.

ALSO mobile fleet, lightweight 4-berths, proprietary makes; save the long tow to Devon.

MARTINS CARAVAN Co., Ltd., Countess Weir, 10, Euston 2700. [C3052]

TOURING holidays, 1955 Raven Savoy, modern terms.—Byways, Boxhill, Surrey. Betchworth 5226. [C3053]

60 modern mobile caravans for hire from £4 per week.—Pathfinder, Ltd., Dept. A, Tedburn 1559.

MODERN touring caravan fleet, two to five berths, £5 lowest rates.—Vannmaster, 20, Ongar Rd., Great Dunmow. [C3054]

HIGH-CLASS mobile caravan hire fleet, latest models, special services.—Pendover Caravans, Westfield Rd., Bishop's Stortford. Tel. 501. [C3055]

TOURING and residential caravans, tent trailers, luggage trailers, cars.—Selldrife Caravans, Ltd., Branch Rd., Parkstreet Village, St. Albans. Parkstreet 2123. [C3056]

## NEW CARS FOR SALE

### A.C.

SWANMORE GARAGE, Ltd., Bournemouth.

AUTHORISED Distributors for A.C. Ace, Aceca and Astra, also Fiat 1100, 1300, delivery vans, etc.—SWANMORE GARAGE, Ltd., 1178-1180 Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southampton 33344.) [N4024]

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petita, immediate delivery, choice of colours, £329/16s, or £66 deposit; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044, open 9 to 8 six days a week. [C3076/R]

ROUND'S OF WORLTHAM, distributors of A.C. sports, Aceca coupes and 2-litre saloons; demonstrations, of any model; service; tuning; spares.—Adjacent Central Station, Worthing 7773-4.

J. DAVY, A.C. distributors, present the Ace, Aceca and 2-litre range for inspection and demonstration, 21 other British and Continental makes on show at 180-182, Knightsbridge High St., W.8. (Opposite 96-100) also at 215, Brompton Rd., H.W.3. Knightsbridge 4211. [C3069/R]

PRIDE & CLARKE, Ltd., A.C. distributors; all models for inspection and demonstration; exchanges welcome; one-fifth deposit secure delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 6251) and 237, Brixton Hill, S.W.3. Knightsbridge 4211. [C3068/R]

### ALFA-ROMEO

S. MORRIS & CO., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. [C1044/R]

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Central Station, 2842-9. [C3062/R]

### ALLARD

ALLARDS MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6431. [C3042/R]

### ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsley Yard, off Elgin Avenue, W.9. Tel. Cunneingham 9367-7-8. [C307/R]

INGLIS AUTOMOBILE OF EDINBURGH, Main Agents, 100, Princes Street, Edinburgh 2—64-78. Pitt Street, 3rd. Tel. Waverley 5784. [C3076/R]

MANCHESTER—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M19 1 Rus. 2747/5. [C3025/R]

GALT OF GLASGOW, distributor for Scotland, can offer one only T.C.21/100 saloon or drop head coupe, subject to remaining unsold; also special Alvis saloon with built-in Mulliner body, fully finished, fitted with curved screen and special woodwork new unregistered, £1,771/19/2, ex works.—James H. Galt, Ltd., 52 Woodlands Rd., Glasgow C.3. Tel. Douglas 7598. [C3071/R]

### ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES

SEE and try the new 1955 Armstrong Siddeley Sapphire range—Portsmouth Rd., Thames Ditton, Surrey. [C3051]

JACK ROSE, Ltd., Armstrong Siddeley stockists for your new Sapphire—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

CLARKE'S OF PIREBRIGHT for the Sapphire: 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [C1049]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2. [C3052]

ARMSTRONG SIDDELEY distributors for Lancashire and North Cheshire, Didsbury 6157. [C3063/R]

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. [C3064]

PASS AND JOYCE, Ltd., England's largest demonstrators for the new superb Armstrong Siddeley Sapphire—184-188, Gt. Portland St., London, W.1. Museum 1001. [C3065/R]

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [C3066/R]

LYTTELTON GARAGE, Ltd.—1955 new Sapphires in stock, part exchanges, h.p. terms after service, repairs. Hampstead Garden Suburb. Speedwell 3500 and 3350. [C1042/R]

W. T. RICHARDS (BELEXLEYHEATH), Ltd., Armstrong Siddeley area dealers, immediate delivery of Sapphire, part exchanges.—74-78 Broadway, Belexley Heath, Kent. [C1049/R]

J. DAVY presents the Sapphire for inspection and demonstration, at either British Motor Show or at 180-182, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [C1069/R]

CRES AUTOS, Ltd., official retailers: all models from stock, part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tulip Hill 1909; 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1068/R]

WILSONS, "The Enthusiast Owner-Agents," see demonstration runs at any time (including Sundays) at 35, Dorset Rd., Upper Sydenham, London, S.E.24. Act Lane, S.W.2. Brixton 2011. Quick delivery and "Service that Excels." [C1045/R]

### ASTON MARTIN

ORGANS OF OXFORD, 5 county distributors, demonstrator in stock; very early deliveries ensured.

E. H. Organ & Sons, Ltd., Banbury Rd., Oxford, Tel. 59613 4. [C105/R]

AUSTIN MARTIN, LTD.—10, Albemarle St., W.1. Grosvenor 5551. [C2054/R]

KDM & CHERRINGTON, Ltd.—9, Albemarle St., London, W.1. Grosvenor 5551. [C2054/R]

HERBERT & MILLS, Ltd., Austin A90 early delivery

—75, Gt. Portland St., W.1. Langham 3506-7. [C1049/R]

### AUSTIN

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsley Yard, off Elgin Avenue, W.9. Tel. Cunneingham 9367-7-8. [C307/R]

INGLIS AUTOMOBILE OF EDINBURGH, Main Agents, 100, Princes Street, Edinburgh 2—64-78. Pitt Street, 3rd. Tel. Waverley 5784. [C3076/R]

MANCHESTER—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M19 1 Rus. 2747/5. [C3025/R]

GALT OF GLASGOW, distributor for Scotland, can offer one only T.C.21/100 saloon or drop head coupe, subject to remaining unsold; also special Alvis saloon with built-in Mulliner body, fully finished, fitted with curved screen and special woodwork new unregistered, £1,771/19/2, ex works.—James H. Galt, Ltd., 52 Woodlands Rd., Glasgow C.3. Tel. Douglas 7598. [C3071/R]

### AUSTIN

C. M. THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Easton Rd., N.W.1. Easton 1212. [C3051/R]

D. COVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1077/R]

SHAW MOTORS, Ltd.,

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 5031-2-3. [C4008]

METROPOLITAN MOTORS:—

HILLMAN, Humber, Sunbeam-Talbot, Commer.

NEW Austin A30 4-door saloon, with heater; list price—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

ROWLAND SMITH 5-star Austin.

LATEST A50 Cambridge saloon on view.

ALL models supplied; part exchanges any distance; conditions, h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, 196, Hampstead (Tube), N.W.3. Hampstead 6041. [C10418]

H. A. SAUNDERS, Ltd. of Worcester.

IMMEDIATE delivery Austin Princess saloon, black with brown hide upholstery; exchanges, terms, distance no object.

AUSTIN HOUSE, Castle St., Worcester. Tel. 2368. [C10405]

BRAND new Mk. III Princess sun saloon, black with brown hide upholstery; exchanges, terms, distance no object.

SAM ROBBINS, Ltd., The Austin Depot, Tel. Coventry 63242. [C10419]

NEW A30 Countryman, grey; immediate delivery.—Smith & Hunter, 776, Kensington High St., W.14. Western 2312. [C10419]

LAMBERHURST, Kent.—F. J. Avards & Co., High Street Garage, Tel. Lamberhurst 217. Your Austin dealers.

W. T. RICHARDS (BELEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-78 Broadway, Belexley Heath, Tel. 1666. [C10247/R]

AUSTIN A90 Westminster now on show.—D. J. Shepherd & Co., 436, Newford Rd., Enfield. Howard 1651. [C10419]

## NEW CARS FOR SALE

## AUSTIN

**S**PRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southgate, N.14. Tel. 5576-7, evenings. Pal. 6974. [1052/R]

**P**HIDE & CLARKE, Ltd.—Immediate or early delivery. Austin direct agents welcomed; terms—237. Brixton Hill, S.W.2. Tel. 5664. [IN306/R]

**H**ILLINGDON MOTORS, Ltd., Austin direct agents; full sales and service facilities—325-7 Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588.

**S**MITH & HUNTER, Austin direct agents immediate and best delivery; terms—276 Kensington High St., W.14. Western 2312. [IN401/R]

**R**E. WIMBUSH, Ltd., Austin stockists; part exchanges and h.p. facilities—312 Earls Court Rd., S.W.5. Fremantle 9401. [IN405/R]

**W**ILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Austin models, including light commercial—34 Acme Lane, London, S.W.2. Brixton 4011. [IN308/R]

**A**USTIN A40 Countryman, green/brown, heater list price, exchanges—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction). Batt. 2252. [IN502/R]

**I**NGLIS AUTOMOBILES OF EDINBURGH, Austin Specialists—New and used cars in stock; factory trained mechanics garage—64-78, Pitt St., Edinburgh 3. Tel. Waverley 5784. [1075/R]

**I**MMEDIATE delivery, Austin Princess limousine, finished in black with beige leather upholstery—Hals's Motor Co., Ltd., Austin House, Granada Rd., Southgate, Tel. Portsmouth 32267. [1068/R]

**P**LANNING to buy your new Austin? Early deliveries now coming of A40 or A50 Cambridge saloons, also A50 4-door saloons; current market value for your present car subtracted from purchase price—280, Old Brompton Rd., S.W.7. Pte. 5471/0186-7.

**B**ERKSHIRE and Oxfordshire distributors:—

**T**HE HALFWAY GARAGES (PADWORTH), Ltd., Hatfield Rd., nr. Reading, Berkshire. Tel. Woolton 505-6. [1022/R]

**B**URNS STATUE GARAGE, Ayr 3338—Sole distributor Edinburgh and South of Scotland; demonstrations available on Petrol Injection car and 12-seater bus. [1059/R]

**S**URVEY, Sussex and Kent sole distributors for Borgward, demonstration cars available, early delivery—21, Station Rd., Tunbridge Wells. Tel. 2222. F. Fairman Ltd., Horley, Surrey. (Tel. 17.) [1031/R]

**S**OLES for Middlesex Bucks, Hertfordshire and Bedfordshire for all Borgward models; demonstration cars available—Bath Road Motors, Car Sales, Bath Rd., Cippenham, nr. Slough, Bucks. Tel. Burnham 705. [IN1100]

**E**& T MOTORS, Ltd., sole distributors for Essex and Suffolk and part of East London; literature, demonstration on request; quick delivery; trade enquiries invited—655, High Rd., Leytonstone, E.11. Tel. Leytonstone 4277 and 6551. [IN685/R]

**B**RISTOL, Bristol, 25280. [1031/R]

**I**NGLIS AUTOMOBILES OF EDINBURGH, Main Agents—Sales, spares, service—64-78, Pitt St., Edinburgh, 3. Tel. Waverley 5784. [1075/R]

**B**RISTOL in the Western Counties, new and used B models service and spares; advantageous delivery, new and second-hand cars—Charles Cruckwells Motors, The Centre, Bristol. Tel. 25280. [1031/R]

**N**EW Bristol, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/5 and 14/16, High St., Esher, Surrey. [1065/R]

**G**ALT OF GLASGOW distributors for Scotland—Latest 1955 Bristol type 403 saloon available; full range of new and used 403 saloons—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, G.5. Tel. Douglas 7596. [1072/R]

**B**UICK—LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted. [1072/R]

**S**OLES Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Hyde Park 7121. [0328/R]

**C**ADILLAC—LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted. [1072/R]

**C**HEVROLET—SOLES for the County of London: early delivery—50 Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

**J**OHNSON TRUSCOTT, Ltd.—Austin-Healey sports never available from stock, finished in black with red leather—255-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [IN2062/R]

**J**DAVY presents the Austin-Healey for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Tel. 2211. Also at 215, Brompton Road, S.W.3. Knightsbridge 4211. [IN1069/R]

**L**ANKESTER ENGINEERING CO., Ltd., 39/43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 5151-6. offer immediate delivery 100 model sports colour red with black hide upholstery; exchanges and deferred terms. [0369/R]

## BENTLEY

**C**AR MART, Ltd. OFFICIAL retailers will be pleased to arrange demonstrations of Bentley models fitted with the fully automatic gear box.

**C**AR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly) Grosvenor 3434. [IN1039/R]

**D**AVID ROSENFIELD, Ltd. OFFICIAL Bentley and Rolls-Royce retailers.

**S**HOWROOMS: 1-5, Peter St., Manchester, 2. PHONE: Blackfriars 4942.

**S**ERVICE: Chetham Hill Rd. MANCHESTER: 8, Tel. Blackfriars 2502. [10506/R]

**G**ROSE, Ltd., Northampton OFFICIAL Bentley and Rolls-Royce retailers.

**S**HOWROOMS: 1-5, Peter St., Manchester, 2. PHONE: Blackfriars 4942.

**S**ERVICE: Chetham Hill Rd. MANCHESTER: 8, Tel. Blackfriars 2502. [10506/R]

**M**AREPAIR, Northampton. Tel. 4540. [10549/R]

**R**IPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1905.—Rippion Bros. Ltd., Huddersfield 7070 (10 lines).

## B.M.W.

**S**OLE concessionaires for the 2-litre Type 501, and the 2.6-litre Type 502 8-cylinder model.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [IN2015]

## BOND MINICAR

**R**AYMOND WAY, the hire-purchase specialists.

**R**AYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery; all models; cars and motor cycles welcome in exchange. Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. [1035/R]

**B**OND 2hp cars from £259 or £52 deposit.—Astons of Coventry, Gosford St., Tel. 62421. [1035/R]

**P**RIDE & CLARKE, Ltd., Bond Minicar distributors; all models and colours in stock; one-fifth deposit secures immediate delivery; balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 1155. [IN3068/R]

## BORGWARD

**M**ETCALFE & MUNDY, Ltd.

**S**OLE concessionaires for all Borgward cars.

**P**ASSENGER cars with optional automatic drive; full range of commercial vehicles; immediate delivery; demonstration at any time; list of distributors on request.—280, Old Brompton Rd., S.W.7. Pte. 5471/0186-7.

**B**ERKSHIRE and Oxfordshire distributors:—

**T**HE HALFWAY GARAGES (PADWORTH), Ltd., Hatfield Rd., nr. Reading, Berkshire. Tel. Woolton 505-6. [1022/R]

**F**IALE STAR GARAGES, Ltd., Rosamore Court, Park Lane, Regent's Park, N.W.1. Tel. 7454. [1022/R]

**F**IALE 500 and 1100, etc.; immediate delivery—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1053. [IN3085]

**F**LAT—Leicestershire and Rutland distributors, early delivery all models; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. [10159/R]

**P**ERFORMANCE CARS, West London and Middlesex Distributors—Immediate exchange, H.P. service—Great West Rd., Brentford, Middlesex. Ealing 8841. [IN3041]

**M**AYFAIR GARAGES, Ltd.—West End stockists of Fiat 1100 saloon; no deposit; accept others in all models shown at Earls Court for reasonable delivery; catalogue on request.—Balderton St., W.1. Mayfair 3104/5. [IN5009]

**D**AVY, distributors, present the entire Fiat range—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1053. [IN3085]

**F**LAT—Leicestershire and Rutland distributors, early delivery all models; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. [10159/R]

**P**ERFORMANCE CARS, West London and Middlesex Distributors—Immediate exchange, H.P. service—Great West Rd., Brentford, Middlesex. Ealing 8841. [IN3041]

**M**AYFAIR GARAGES, Ltd.—West End stockists of Fiat 1100 saloon; no deposit; accept others in all models shown at Earls Court for reasonable delivery; catalogue on request.—Balderton St., W.1. Mayfair 3104/5. [IN5009]

**D**AVY, distributors, present the entire Fiat range—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1053. [IN3085]

**F**AT 1100 saloon, here is a lively and fast saloon, a comfortable and economical car that will win your confidence and praise like a Grand National winner; also orders can be accepted for the new 600 saloon, which will be added to this range of famous cars; your present car is welcome in part payment at its current market value and there is no need to dig too deeply into your pocket; we can arrange new shilling terms for two years to pay off. [IN3041]

**F**ERDARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [IN2008]

## DAIMLER

**D**ENHAMS for Daimler—Area dealers. Sales and service, immediate delivery; 1955 Century coupe; list price £1,756.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3650. [1100]

**H**AMMERSMITH and Chiswick—Daimler official agents, immediate delivery some models; full service facilities.—Roger's Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [IN5054]

**J**. DAVY presents the Daimler for inspection and demonstration at 180-184 Kensington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. [IN1069/R]

## D.K.W.

**S**OLE Concessionaires for the Sonderklasse D.K.W.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [IN2015]

## FIAT

**H**. C. PAUL Ltd.

**S**EE and try the Fiat range of cars; orders accepted for reasonable delivery—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [IN3040]

**B**LU STAR GARAGES, Ltd., Rosamore Court, Park Lane, Regent's Park, N.W.1. Tel. 7454. [1022/R]

**F**IALE 500 and 1100, etc.; immediate delivery—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1053. [IN3085]

**F**LAT—Leicestershire and Rutland distributors, early delivery all models; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. [10159/R]

**P**ERFORMANCE CARS, West London and Middlesex Distributors—Immediate exchange, H.P. service—Great West Rd., Brentford, Middlesex. Ealing 8841. [IN3041]

**M**AYFAIR GARAGES, Ltd.—West End stockists of Fiat 1100 saloon; no deposit; accept others in all models shown at Earls Court for reasonable delivery; catalogue on request.—Balderton St., W.1. Mayfair 3104/5. [IN5009]

**D**AVY, distributors, present the entire Fiat range—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1053. [IN3085]

**F**AT 1100 saloon, here is a lively and fast saloon, a comfortable and economical car that will win your confidence and praise like a Grand National winner; also orders can be accepted for the new 600 saloon, which will be added to this range of famous cars; your present car is welcome in part payment at its current market value and there is no need to dig too deeply into your pocket; we can arrange new shilling terms for two years to pay off. [IN3041]

**F**ERDARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [IN2008]

## FORD

**W**ARHOLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.13. Tel. Hinde 4444. [IN3042]

**C**ONRAD T. W. Hold Berry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon.

**W**. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.13. Tel. Hinde 4444. [IN3042]

**G**ATEHOUSE, Ltd., on—

**N**EW Ford Consul convertible Dorchester grey, red hood, list price—Gatehouse Motors, Ltd., Highgate Lane, London, N.6. Tel. Mountview 4444. [IN2021]

**S**HAW MOTORS, Ltd.

**F**ORD Zephyr convertible, power operated top; Ford Consul convertible; place your order now for earliest delivery of all models; part exchanges; deferred terms, open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [IN4008]

**R**OWLAND SMITH'S for Ford

**A**LL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturday—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [IN4018]

**A**LLAN TAYLOR MOTORS, Ltd., off—

**A**LL NEW Ford Consul and Zephyr convertibles for immediate delivery—

**H**IGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [IN3525]

**D**ACENHAM MOTORS, Ltd., Ford main dealers.

**5** Park Lane, W.1. Hyde Park 4666; 374, Ealing Rd., Alperton, Middx. Perivale 3388, And 6, 8 and 10, Sandle Rd., Catford, S.E.6. Eltham Green 4821. [IN1068]

**B**LU STAR GARAGES Ltd., Rosamore Court, Park Lane, Regent's Park, N.W.1. Tel. 7454. [1022/R]

**P**RIDE & CLARKE, Ltd., Ford agents; exchanges—239, Brixton Hill, S.W.3. Tel. 3664. [IN3068/R]

**C**ONVERTIBLE Ford Consul, choice of four saloons; immediate delivery.—Chain of Ealing. [IN1043]

**G** & M ALFREDS (1936), Ltd.—Ford 10cwt. vans W.1. Euston 3268. [IN1002]

**S**TEARNS & Co. (CAR SALES), Ltd.—Zephyr saloon and convertibles, instant delivery—254, Brompton Rd., S.W.3. Ken. 0081. [IN4009]

**M**AYFAIR and West End agent—All new Ford models; drive for yourself a 1955 Zephyr before taking delivery from—

**I**PCO, Ltd., 16, Albermarle St., W.1. Hyde Park 2952-3-4. [IN5052]

**C**ONRAD convertible, black/beige; immediate delivery; same terms up to maximum period.—Wim. 3031-2-3. [IN4008/R]

**I**MMEDIATE delivery new Consul convertibles, Zephyr saloons and convertibles, Zodiac saloons; choice of 12.—Shaw Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [IN1026]

**W**HY until the summer shortage? Choose your convertible for personal driving. Limited number of Zephrys and Zodiacs also available for early orders.—Wood & Lamberts, Ltd., 49, Stamford Hill, N.16. (Stn. 3434.) [IN6559]

## NEW CARS FOR SALE

## FORD

**F**ORD Zephyr saloon, black/red leather, radio, heater, list price: exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction). Batt 2252.

**R**AYMOND WAY, the hire purchase specialists, for your new Ford, car and motor cycles welcomed in exchange.—Kensington Bridge, N.W.6. Maidstone, W.6. open 9 to 6 six days a week.

**R**WIMBUSH, Ltd., Ford stockists; part exchange and h.p. terms; available for immediate delivery, Ford Zephyr and Consul convertibles.—312, Earls Court Rd., S.W.5. Prentmore 8401. [IN4056]

**F**. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). 10083/H

**H**OLLAND MOTORS, Ltd., main Ford dealers and distributors.—New Ford Consul and Zephyr convertibles for immediate delivery; choice of colour; part exchanges welcomed.—4, Virginia St., Southport, Tel. Southport 3145. [IN272]

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.—Welwyn 461/2.3, offer immediate delivery Consul convertible grey; and Zephyr convertible, grey, maximum hire purchase terms available, 1/5 down, balance payable over 2 years.

## FRAZER NASH

**R**EQUESTS for literature and information to the manufacturers, A.F.N., Ltd. (Frazer Nash Cars), London Rd., Isleworth, Middlesex. Hounslow 0011.

## HILLMAN

**R**EGENT SERVICE GARAGE, Finchley, authorised dealers.—Ballards Lane, North Finchley, N.12. Hillside 4011-4405.

**S**MITH AUTO CO., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (5 lines).

**A**LPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of the Hillman range.—Woolwich Rd., Charlton. Charlton 1577. Greenwich 1839.

**T**HE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). [IN752/R]

**H**ILLMAN Minx saloons, coupes, estate cars, etc., for delivery; exchanges and terms; can be prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maclean-abad. Tel. Maclean-abad 3431-2. [IN3011]

## HODSON

**N**EW 1954 Hudson Hornet, r.h.d., radio and heater and overdrive, for immediate delivery.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., N.W.3. Kensington 4858. [IN4028]

## HUMBER

**B**ARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [IN412]

**C**ARRIS MOTORS, Ltd.—Humber Hawk and Spike, early delivery.—Lewisham Bridge, S.E.13. Lee Green 8565. [IN720/R]

**H**UMBER Hawk—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [IN3018]

**P**LACE your order now with R. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery.—42, Queen St., Maldenhead. Tel. 3431-2. [IN3011]

**S**MITH AUTO CO., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe, Hawk saloon—145, London Rd., Croydon. Croydon 2115. (3 lines). [IN687/R]

**S**. P. ERSKINE & SONS, Ltd., for new Humber and Sunbeam products, early delivery, demonstrations any distance.—Brookwood, Woking, Surrey. Tel. Brookwood 3052.

**J** . DAVY presents the Humber for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., S.W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4511. [IN1069/R]

## JAGUAR

**H**ENLYS, Ltd., ENGLAND'S largest Jaguar distributor.

**D**EVONSHIRE House, Piccadilly, W.I. (Grosvenor 2287). Henry House, 385, Euston Rd., N.W.1. (Euston 4444.)

**M**ANCHESTER, 1-5, Peter St. (Blackfriars 7843). [IN153/R]

**H**. C. PAUL, Ltd., JAGUAR Mark VII M saloon, and all models for early delivery; part exchanges and terms to suit you.—Bruton Place, Berkeley Square, W.I. Mayfair 32. 0621-2. [IN5040]

**H**ALLS (FINCHLEY), Ltd., REA dealers for Jaguar; demonstrations arranged; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hill 1044. [IN778]

**O**VERSEAS CARS, Ltd., offer:—JAGUAR Mark VII M saloon, battleship grey, red leather, for immediate delivery; list price; for other overseas car bargains see page 57.

**O**VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [IN3031]

**C**OMBS & SONS (Guildford) Ltd., for Jaguar sales and service.—St. Catherine's Garage, Guildford 6307-8. [IN644/R]

**M**AIN agent for South-West Surrey.—St. Catherine's Garage, Guildford 6307-8. [IN644/R]

**K**J MOTORS, Ltd., Kent's leading Jaguar area dealers.—Bromley. Ray 3456. [IN266/R]

## JAGUAR

**R**OWLAND SMITH'S for Jaguar.

**L**ATEST Mark VII M saloon on view.

**A**LL models supplied, part exchanges any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [IN4018]

**R**OSE & YOUNG, Ltd., Jaguar agents.

**L**ET us supply your new model.—Sales and Service, 65-64, Sternhold Ave., Streatham Hill, S.W.2 (i minute Streatham Hill Station). Tulse Hill 6464. [IN3057]

**K**DM & CHERRINGTON, Ltd., 9, Alcmarie St., W.1. Ure 5551. [IN2054/R]

**N**EW Jaguar Mark VII from immediate delivery.—Ford Rd., Enfield. Howard 1631. [IN4000]

**N**EW Jaguars, good deliveries most models in stock.—Main Dealers—The County Garage (M. & H. Ltd., Lancaster Rd., Morecambe, Tel. 207). [IN099/R]

**W**. T. RICHARDS (BEKLEYHEATH), Ltd., Jaguar area dealers, early delivery Mark VII saloons, part exchanges.—74-78, Broadway, Beckley Heath, Tel. 0914 R

**S**IDNEY MARCUS, Ltd., accredited agents; early delivery all models, first-class after-service.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/670. [IN3006]

**H**ILLWOOD MOTORS for Jaguars.—Mark VII saloon M for early delivery, your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [IN4390]

**J**DAVY presents the Jaguar for inspection and demonstration, other British and Continental makes on show at 180-184, Kensington High St., S.W.8. Western 9641, also at 215, Brompton Road, S.W.3. Knightsbridge 4211. [IN1069/R]

**JEEP**

**1955** Willys Jeeps direct from U.S.A. (new, not reconditioned) available at last; larger, more comfortable and powerful; special equipment for farmers, engineers, contractors, fruit growers; road test and expert invited.—Sole appointed British agents.—J. G. D. Roden 2201-4. [IN853/R]

**JOWETT**

**O**DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 0144. [IN2036/R]

**R**ED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7553. [IN504/R]

**K**AISER cars, sole concessionaires for Great Britain, sales, service, spares.—Steale Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-5; regional depot; opposite London Airport, Hayes, Middlesex. [IN3008/R]

**LANCIA**

**K**DM & CHERRINGTON MOTORS. SOLE distributors for London, W.I., area, retailers throughout U.K. [IN2054/R]

**J**OHN S. TRUSCOTT, Ltd., the oldest Lancia specialists.

**O**FFICIALLY appointed retailers throughout U.K.

**WHOLESALE** distributors for Berks and Bucks.

**A**LL new models in stock for immediate delivery.

**F**ULL details of these truly outstanding cars on request.—Westbourne Grove, W.11. Bay 4274. [IN4035]

**LANCIA**.—For catalogues and details apply Lancashire (England), Ltd., Lancashire Works, Alperton, N.W.10. Tel. Perivale 5656. [IN2285/R]

**J**OE THOMPSON (MOTORS), Ltd., officially appointed Tel. 01-5200, 1st floor, 180-184, Kensington High St., S.W.8. Western 9641. [IN4024/R]

**L**ANCI cars.—Autowork (Winchester), Ltd., distributor for the Lancia, Hants, Dorset and Wilts, send for brochure, new Lancia Appia available immediate delivery.—Southgate St., Winchester. Tel. Winchester 4665. [IN1010/R]

**MERCEDES-BENZ**

**L**ONDON.

**T**AYLOR & CRAWLEY trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [IN4036]

**WELWYN SERVICE DEPOT, Ltd.**

**H**ERTS, Bucks and Northants. Main Distributors; enquiries invited for early delivery.—Welwyn Garde City, Hatfield 2178. [IN611/R]

**SWANMORE GARAGE, Ltd., Bournmouth.**

**O**FFICIAL Distributors (trade and retail), Mercedes-Benz; earliest deliveries all models.

**SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southampton 43344.** [IN4024/R]

**WOKING MOTORS (MAYBURY HILL), Ltd.**

**D**ISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Woking 4277-8. [IN4057]

**BURNE STATUE GARAGE, Ayr 3556, main agents for Ayrshire.**—Early delivery all models.

**170** S.D. diesel, 4 only, £1,695. 220 saloon, one 2.1. only £1,695.—Mansfield Autos, Ltd., Mansfield 2587. [IN3001]

**GALT OF GLASGOW**, main agents thoroughly recommend these magnificent cars, earliest day deliveries, demonstrations.—James H. Galt, Ltd., Glasgow, C.S. Tel. Douglas 7598. [IN3001]

**M**AIN agent for South-West Surrey.—St. Catherine's Garage, Guildford 6307-8. [IN644/R]

**K**J MOTORS, Ltd., Kent's leading Jaguar area dealers.—Bromley. Ray 3456. [IN266/R]

## MERCEDES-BENZ

**W**ILLIAM ARNOLD Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [IN3001]

**M**IDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury Birmingham Broadstreet 2285/2700. [IN3002/R]

**DAVIES MOTORS, Ltd.**, official distributor.—Car demonstration car available; early delivery of all models; full service and spares facilities.—275, London Rd., Staines. Tel. 4311-5. [IN1080]

**A** NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-70, Pitt St., Edinburgh 3. James P. Galt, Ltd., 32, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7698. [IN3002/R]

**INGLIS AUTOMOBILES OF EDINBURGH**, distributors for Scotland.—The latest 1955 models are now on show, and we invite all who enjoy motoring in the finest sense, to see and try them outstanding cars; all our cars are fitted with an automatic transmission, complete with factory trained mechanics and a comprehensive stock of spares.—64-74, Pitt St., Edinburgh 3. Tel. Waverley 7874. [IN733/R]

## M.G.

**R**OWLAND SMITH for M.G.

**M**AGNETTE saloon, and T.P. 1½-litre sports 2-seater on view.

**A**LL models supplied, part exchanges any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [IN3018]

**CHARLES RICKARDS, Ltd.**, offer:—

**N**EW M.O. T.P. 1500, finished in green, for immediate delivery.

**B**ayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Tel. 4301. [IN3050]

**S**MITH MOTORS OF DULWICH for your new M.O.

**T**.P.—285 Ryde Lane, S.E.15 New Cross 0460. [IN3051/R]

**L**YNE, FRANK & WAGSTAFF Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401.

**M**.G. T.P. in red, list price, immediate delivery.

**N**EW M.G. T.P. 1500 for immediate delivery; choice of colour; part exchange.—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 63481. [IN3003]

**J**ACK ROSE, Ltd., M.G. stockists for your new M.O.—Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Sutton, Surrey. Burgh Heath 2376. [IN3056]

**HAMMERSMITH** and Chiswick—M.G. official agents. early delivery; full service facilities.—Rogers Garage, 22, Chiswick High Rd., W.4 Chiswick 6780.

**PERFORMANCE CARS**.—T.P. 1500 immediate, single, early, immediate exchange, H.P. service spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [IN3041]

**PRIDE & CLARKE, Ltd.**—£196 secure delivery new M.G. T.P.; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.1. Tel. 5664. [IN3069/R]

**M**EDES & MEDES, Ltd. (Est. 1893). M.G. specialists. 2-tonne rotational delivery of Magnette saloon and T.P. 2-seater; various colours; part exchanges and deferred terms; always in stock a number of second-hand models with B.M.C. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [IN3012]

**MORGAN**

**R**ON Mc KENZIE, Morgan distributors, Chester Rd., Manchester. Longford 2100. [IN3085]

**B**ASIL ROY, Ltd., Morgan distributors; full range on view, see and try Morgan fitted with TR2 engine.—161, Old Portland St., W.1 Langham 7733. [IN3010/R]

**PRIDE & CLARKE, Ltd.**—£206 deposit secures delivery of Morgan Plus 4, balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.3. Brixton 6251. [IN3068/R]

**M**ORGAN.—Leather and Rutland County distributor; top quality models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 61319/2023. [IN3059]

**M**ORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—P. H. Douglass, Morgan Specialist, Ila, South Ealing Rd., Ealing, W.5. Tel. 0570. [IN3078/R]

**R**AYMOND WAY, the hire-purchase specialists for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburne Bridge, N.W.6. Maida Vale 6044; open 9 to 6 six days a week.

**B**RAND new Morgan Plus-Four 2-seater, 2,080cc, with latest type curved radiator built-in headlights; immediate delivery; send a telegram for full specification.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [IN3018]

**MORRIS**

**R**OWLAND SMITH for Morris

**A**LL models supplied, part exchanges, any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [IN4018]

**PRIDE & CLARKE, Ltd.**, Morris agents; exchanges: terms.—237, Brixton Hill, S.W.1. Tel. 5664. [IN3069/R]

**S**URREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vicar 4444. [IN3064]

**WILSONS AUTOMOBILES & COACHWORKS, Ltd.** for all Morris models, including light commercials.—34, Acton Lane, London, S.W.1 Brixton 4911. [IN3065/R]

**S**MITHE & HUNTER, Morris contracting agents; terms.—276, Kensington High St., W.14. Western 2512. [IN3066/R]

**L**ANCASTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—38-43, Eden St., Kingston-on-Thames, Surrey. Tel. King-ton 5151-6. [IN3067/R]

## NEW CARS FOR SALE

## MORRIS

MERES & MERES, Ltd. (Est. 1893), Morris Specialists for past 60 years, offer rotational delivery all models include, commercial vehicles; part exchange and deferred payments always in stock a number of used Morris cars available. Tel. Wimborne. — The way, Min Hill, N.W.7. Tel. Mill. 2040. [N3012]

## NASH

NASH car spares and repairs through Nash Concessionaires Ltd. only.—Nash St., Albany Sq., N.W.1. Euston 2864-5. [N302/R]

**1955** r.h.d. Nash Rambler estate car, new and unused, due from America shortly, extras include front and rear seats to form double-bed or to seat 6, overdrive, radio, heater, brown with brown upholstery, up to 30mpg, excellent service and spares London, advanced usage, immediate delivery; £2,150, deposit of £250, received secured, this exceptional car deposit upon arrival. Box 2502. [E250]

## OLDSMOBILE

DISTRIBUTORS (RAWLENCHE), Ltd.—Sales, Services and Spares, Billing Heath Garage, nr. Linfield Burrs, The Lingfield 3500. [N302/R]

INGLIS AUTOMOBILES OF EDINBURGH, distributors—Super 28 4-door saloon for immediate delivery full service facilities.—64-78, Pitt St., Edinburgh, 5. Tel. Waverley 5784. [N374/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties—Lex Garages Ltd., 2 Lexington St., W.I. (Gerrard 6600). Service and workshop—Lex Garages, 7, Grosvenor Vines (nr. Westbourne Grove), W.11 (Bayswater 5626-7). [N257/R]

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares—Grosvenor Garage, Grosvenor Garage, Burnage Lane, Manchester, 19. Bus. 2874-5. [N199/R]

## PACKARD

SOLE Concessionaires, Leonard Williams and Co. Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [N730/R]

## PANHARD

MONTE Carlo Rally! 850cc air cooled 5/6 seater saloon, 2nd place! available with the 2-seater sports for home market, tourists, U.S. and Allied Forces, export; agency enquiries invited.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. [N4100]

## PEUGEOT

TON KNOWLES, Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.I. (Grosvenor 5675-4). [N308/R]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police areas, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon. Tel. Cro. 7211-7217. [N391/R]

## PONTIAC

CONWAY MOTORS (PONTIAC), Ltd., 55, George St., Eove. Tel. 55859, South Coast distributors; new r.h.d. saloon in stock. [N726]

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. (Finsbury 7752). Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [N350/R]

## PORSCHE

ROGERS Garage, Paignton—Devon and Cornwall distributors for Porsche. Demonstrations—Paignton 59487. [N6292]

SOLE Concessionaires for the Type 356 1½-litre and Type 350 Spider competition models—Frazer-Nash Cars, London Rd., Illeworth, Middlesex. Hounslow 0011. [N2015]

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged—129-131 Old Brompton Rd., S.W.3. Frensham 7722. [N945/R]

## RELIANT

RELIANT cars, £5 annual tax, 7hp.—Astons of Coventry, Gosford St. Tel. 62421. [N372/R]

PRIDE & CLARKE, Ltd., Reliant Regal; £275 deposit secures immediate delivery, balance over 24 months exchanges welcomed.—Stockwell Rd., S.W.3. Brixton 6251. [N3064/R]

RAYMOND WAY for your Reliant Regal 3-wheeler. Immediate delivery, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. (Maida Vale 6044). [N777/R]

## RENAULT

FRED GUY for new Renaults, immediate delivery, 750cc cars and exchanges.—196, King St., W.8. (Riverside 3131). [N008/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for New Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. [N4085/R]

RAYMOND WAY for your Renault 750 saloon. Immediate delivery, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. (Vale 6044). [N777/R]

METROPOLIS GARAGES, Ltd., the Renault distributor for sales, service and spare parts for all models—1-51, Macliss Rd., (Olympia), W.12. She. 5588-6-7. [N026/R]

RENAULT sales and service, immediate delivery of 750cc 6 June saloons, in all colours; h.p. required.—Whisker & Son, 35-73, Cadogan Lane, London, S.W.1. Sloane 4126. [N196/R]

PRIDE & CLARKE, Ltd.—£150 secures delivery of the new 750 saloon, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.3. Brixton 6251. [N3068/R]

RENAULT—Leicester and Rutland County distributor for sales, service and spares from stock, part exchange accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1059]

WEST Norfolk, Whisker's for your new Renault 750 saloon; exchanges welcome, terms in 2 years, demonstration cars available, 7 days a week.—Charles Whisker, Ltd., Dersingham, King's Lynn, Dersingham 251. [N777/R]

AUTO SALES (LONDON), Ltd., are North London auto-distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—58-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [N1010/R]

## RILEY

NEW Riley from stock.  
RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N302/R]

HALLS (FINCHLEY), Ltd.

A REA dealers for Riley cars, 1½-litre saloons for immediate delivery; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hil. 1044. [N778]

1½-litre, delivery ex stock, one only—Montrose Motors, Wembley 2636. [N0765/R]

SMITH MOTORS OF DULWICH for Riley's terms—exchanges—225, Rye Lane, S.E.15. New X. 0425. [N302/R]

RILEYS—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3012]

HAROLD SIMONS, Ltd., official dealers; terms, ex-changes.—397, 401, High Rd., East Finchley. [N4065]

CLARKE & SIMON, Ltd., Riley Sales & Service, Sloane Square, London, S.W.1. Tel. Sloane 4727. [N302/R]

KDM & CHERRINGTON, Ltd., offer immediate delivery of 1½-litre Riley's in choice of colour.—9, Albemarle St., W.1. Grosvenor 5551. [N302/R]

A LPE & SAUNDERS, Ltd., Riley Agents, offer immediate delivery 1½-litre saloon, black, tan leather. Providence Court, North Audley Street, Mayfair. [N1006]

JOHN S. TRUSCOTT, Ltd., official retailers—1½-litre models immediately; orders for Pathfinder accepted for early delivery.—175, Westbourne Grove, W.11. Bay. 4274. [N4055]

GALT OF GLASGOW, official retailers—1½-litre Riley for immediate delivery; full particulars will apply.—52, Woodlands Hd., Glasgow, C.3. Tel. Douglas 5793. [N085/R]

PRIDE & CLARKE, Ltd.—£300 deposit secure delivery of new Riley 1½-litre saloon; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.3. Brixton 6251. [N3068/R]

## ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coachbuilders.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [N520/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd..

MANCHESTER, 8. Tel. Blackfriars 2302. [N1039/R]

RELIANT, Ltd.

OFFICIAL dealers for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coachbuilders.

RELIANT, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

ROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [N520/R]

DAVID ROSENFIELD, Ltd.

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RELIANT, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

ROVER

HENLYS, England's leading Motor Agents

OVER distributors

EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [N1054/R]

OVER

O'DON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West, Surrey, St. Catherine's Garage, Guildford 62907-8. [N0245/R]

DORKING MOTOR Co. Ltd., main dealers Rover 60, 75 and 90. Dorking 2256. [N1086/R]

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Grosvenor 3551. [N2054/R]

KJ MOTORS, Ltd., N.W.1. Kent's leading Rover main dealers—Bromley. Ray. 5456. [N287/R]

BEXHILL—F. Dodson, Ltd., Rover distributor, Sackville Garage, Middlesex. Tel. 2382-3-4. [N0249/R]

CROYDON Main Agents, Leathwood's Garages, Ltd.; 205, St. James's Rd., Croydon. Thos. 1222. [N0251/R]

DELIVERY enquiries invited by the Rover distributor for North Devon.—Elliptos of Bideford. (Tel. 7744). [N774]

W. T. RICHARDS (BELEXHEATH), Ltd., Rover retail dealers; part exchanges—74-78, Bromley Road, Bromley 1-7. [N1022/R]

BIRMINGHAM.—Hatton Motors, Ltd., Rover stockists.

DELIVERY enquiries invited for the 1955 models—71, Broad St., Midland 2437. [N0215/R]

NORTHAMPTONSHIRE and North Bucks.—Grove Ltd., Rover distributors and parts service—Marshall, Northampton. Tel. 4540. [N001/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited—381, Romford Rd., Forest Gate, E.7. Maryland 4818. [N0451]

OSMUND FIELD, for Rover distributors for Lancashire and Cheshire—David Osmund Field, Ltd., 1-5, Portland St., Manchester. Tel. Blackfriars 4942. [N0866/R]

H. A. FOX & Co., Ltd., appointed official retailers

for Rover cars, will be pleased to receive enquiries and orders for all models—5-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [N0140]

## SIMCA

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery—32, Bruton Place, Berkeley Sq., W.1. Tel. Mayfair 0821/2. [N3040]

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

In Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [N065/R]

PURLING MOTOR BODIES, Ltd., Distributors for Bedford and Bertone.—Lower High St., Watford, Tel. Watford 449. [N1063]

NEW Simca, all models, largest selection; distributor to—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/5. [N1063]

The Simca Aronde for immediate delivery; demonstration gladly given; h.p. terms, part exchanges—Metamec, Woodhouse Rd., N.12. Enterprise 0566. [N1063]

IMCA cars.—Full information and delivery details from Leicestershire and Rutland distributors; part exchanges—Cor's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 6331. [N1059]

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and repair facilities.—273, London Rd., Staines. Tel. 6211 (5 lines). [N1060]

J. DAVY, distributors, presents the Simca for inspection and demonstration; 21 other British and Continental makes on show at 183, 184, Kensington High St., W.8. Western 9641, also at 215, Brompton Road, S.W.3. Knightsbridge 4211. [N1069/R]

MAYFAIR GARAGES, Ltd.—West End retail dealers—200-220, Cricklewood Rd., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

## SINGER

PILCHERS, Ltd., 314, Kingston Rd., S.W.2. Liberty 3350.—Immediate delivery of the Singer Hunter saloon. [N0497/R]

TRADE and retail agents, full range on show at the 100% Singer specialists—Automobiles, Ltd., Fetter Lane, Barnet, S.E.13. Riverside 6291. [N0757/R]

J. DAVY, distributors.—The entire Singer range available for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

## STANDARD

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night. Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.1. Wim. 5031-2-3. [N4008]

GATEHOUSE, offer:—

NEW Standard Vanguard saloon, green, list price.—Gatehouse Motors, Ltd., Highgate Village, London, N.S. Tel. Mounts 4444. [N2021]

HALLS (FINCHLEY), Ltd.

A REA dealers for Standard and Triumph, all models for inspection and demonstration, part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hil. 1044. [N778]

METROPOLITAN MOTORS:—

HILLMAN, Humber, Sunbeam-Talbot, Commer.

NEW Standard 10 saloon; list price.—Metropolitan Motors, Horn Lane, Acton W.5. Acorn 5064. [N3080]

ROWLAND SMITH for Standard.

FULL range including Eight basic and de luxe, Ten and Vanguard saloons, available for immediate delivery.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith Hampstead (Tube), N.W.5. Hampstead 6041. [N0418]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard & Triumph retail dealers, offer for immediate or early delivery, all Standard models with service on the spot; day and night garage facilities.

BERKELEY Square, London, W.1. Grosvenor 4343. [N0856/R]

IMMEDIATE delivery Standard 10 saloons; part exchange, terms.

MAGDALENE MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 7575 and 7879. [N3005]

IMMEDIATE delivery new Standard and 10 saloons, choice colours; part exchanges, terms.

X-A SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [N0460]

STANDARD 10 saloon, grey/red, heater, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3330. [N4029]

## NEW CARS FOR SALE

## STANDARD

**S**TEARNS & CO. (CAR SALES), Ltd.—Immediate delivery all models, h.p. and exchanges—[S490] Brompton Rd., S.W.3. Ken. 0061.

**1/5<sup>TH</sup>** deposit, balance 24 months, secures quick delivery of new Standard 8 and 10 saloons.—[N3084] New Cross Car Mart, Tideway 2908.

**S**TANDARD 10 for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

**S**TANDARD 8 saloon—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2.

**S**TANDARD 8, 10 and Vanguard, immediate delivery—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051.

**S**TANDARD Vanguard—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2.

**J**HON S. TRUSCOTT, Ltd., official retailers—Immediate delivery of all models—175, Westbourne Grove, W.11. Bay 4274.

**E**RSKINE, Woking, for most Standard cars; exchange and hire purchase terms—S. F. Erskine & Sons, Ltd., Tel. Woking 330.

**S**IDNEY MARCUS, Ltd., early delivery from stock, all models. First-class After Service—35, Sloane St., S.W.1. Sloane 6970.

**S**TANDARD 10 saloon—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2.

**J**ACK ROSE, Ltd., Standard and Triumph stockists for your new Standard and Triumph—High St., Banstead, Surrey. Burch Heath 2376.

**W**. T. RICHARDSON (BEXLEYHEATH), Ltd., Standard and Triumph, all models, exchanges—74-78, The Broadway, Bexleyheath, Tel. 1666. [0913/R]

**S**TANDARD car specialists in sales and service; deferred terms—Starnet Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R]

**C**ARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0262/R]

**P**RIDE & CLARKE, Ltd.—£197 secures immediate delivery new Vanguard; balance over 24 months, exchanges welcomed—237, Brixton Hill, S.W.2. Tel. 3664.

**B**UREO & INGLIS, Ltd.—Standard Vanguard, blue, ready for immediate delivery, part exchange, cars or motor cycles—Dudden Hill Lane, N.W.10. Willesden 4960.

**S**TANDARD 10 saloon, black/blue heater, blue, part exchanges—Taylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (Few minutes Clapham Junction). Batt. 2252.

**H**ILLWOOD MOTORS for Standards—All models for immediate or early delivery; your car taken in part exchange; easy h.p. terms—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [4391]

**P**LANNING to buy your new Standard, immediate delivery of Standard 8 and 10 saloons, also Standard Vanguard saloon petrol or diesel, choice of colour, market value for your present car subject to inspection.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.3. Gladstone 2024. Open week-days 8 a.m. to p.m. [N2006]

**W**ILOSON AUTOMOBILES & COACHWORKS, Ltd., offerees of a wide range of open and closed top cars, also Vanguard and light commercials—39, Acre Lane, S.W.2. Brixton 4011; and 1, Dorking Rd., Epsom 3901.

**L**. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order for the centre—63, The Broadway, Wimbledon, S.W.19. Liberty 3456.

**D**UDLEY COBBOLD AUTOMOBILES for immediate delivery new Standard Vanguard and 10 saloon; early delivery of a basic and de luxe models; part exchange terms—208, 210, 212, The Broadway, Wimbledon, S.W.19. Cobbold 3366-3390.

**S**TANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon demonstration car available—Katherine Engineering Co., Ltd. 39-43, Eden St., Kingston-on-Thames, Kingston 3151-6. [0402/R]

**A**CLAND & FABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481-2/3, offer immediate delivery Standard 10 grey/black heater, leather; Standard 8 de luxe, grey; and Standard 8 de luxe green; maximum hire purchase terms available, 1/5 down, balance over 2 years. [N1001]

**S**TUDEBAKER MOTOR CORPORATION, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models Hawley Crest, Camden Town, Gul 4141. [0081/R]

## SUNBEAM

**S**IR ERSKINE & SONS, Ltd., for new Sunbeam and Sunbeam products, early delivery, demonstration any distance—Brookwood, Woking, Surrey. Tel. Brookwood 3052.

**J**OHNSON & TALBOT—Smith Auto Co., Ltd., main agents for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145, London Rd., Croydon Croydon 2115 (3 lines).

## SWALLOW DORETTI

**C**ARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.

**S**WALLOW DORETTI Distributors in areas of Surrey, Sussex and Kent. [0392/R]

**L**. F. DOVE, Ltd., the Dorette centre—Your car in part exchange, hire purchase facilities; send for details—63, Broadway, Wimbledon, S.W.19. Liberty 3456.

**L**ANKESTER ENGINEERING Co., Ltd., 80-85, Victoria Rd., Surbiton, Distributors in Surrey for Swallow Dorette, offer immediate delivery; demonstration car available—Emsbury 1184/5. [0329/R]

## SWALLOW DORETTI

**J**OHNSON & TALBOT—Distributors for the Swallow Dorette, which can be seen in attractive colour range for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1068/R]

## TRIUMPH

**R**OWLAND SMITH'S for Triumph.

**L**ATEST TR2 Sports on view.

**A**LL models supplied; part exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018/R]

**C**HARLES RICKARDS, Ltd., offer:

**N**ew Triumph TR2s for immediate delivery, choice of colour.

**56**, Bayswater Rd., W.2 (next door Lancaster Gate Tube), St. Minns, from Marble Arch). Pad 6200.

**B**ERKELEY SQUARE HOUSE GARAGE, Ltd.

**T**RIUMPH TR2; immediate delivery—K. J. Morris, Ltd., Bromley. Ravensbourne 3456.

**K**J MOTORS, Ltd., Standard/Triumph main dealers; immediate or early delivery—Bromley. [0285]

**L**YNE, FRANCIS & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401.

**offer:**—

**N**ew Triumph TR2, immediate delivery; list price—[N2026/R]

**TR2**—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2.

**T**RIUMPH sports TR2; immediate delivery—Premier Motors, 295-7, Lewisham High St., S.E.15. Lee 1051. [N3083]

**TR2**, black and red, immediate delivery—Jack Oldham & Co. (Motors), Ltd., Nth. Audley 5242.

**P**RIDE & CLARKE, Ltd.—£197 secures immediate delivery; exchanges welcomed; terms—[0285]

**TR2**; immediate delivery; exchanges welcomed; terms—[0285]

**N**ew Triumph Renown, TR2; immediate delivery; exchanges welcomed; terms—[0285]

**TR2**, list; terms and exchanges—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham S.W.6. Renewal 2421. [0286/R]

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481-2/3, main distributors for West Herts and Bedfordshire; offer exchanges for standard saloons and commercial vehicles, maximum hire purchase terms available, 1/5 down, balance over 2 years. [N1021]

**O**FFICIAL main dealers of the V.W. Europe's most popular car because of its economy performance and long life, saloons from £599/13/-; exchanges, terms, demonstrations with pleasure; also passenger vans, completely new standards in transport economy, double the distance at half the cost—Deals—

**B**ENMOTORS, 1, Clarendon Rd., London, W.11. 150 yds Holland Park Tube. Park 5066. [N1017]

## VOLKSWAGEN

**P**ERFORMANCE CARS Official Agents—Immediate exchange, H.P. service—Great West Road, Brentford, Middlesex. Ealing 8841.

**E**UROPEAN CARS, Ltd., distributors for London & Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-up and buses—[0288/R]

**P**RIDE & CLARKE, Ltd., south London distributors—

—Exchange your car for the latest Volkswagen—Stockwell Rd., S.W.9. Brixton 4211. [N3085/R]

**W**ILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales spares, service—Tel. Ardwick 4387.

**D**AVIES MOTORS, Ltd., official distributor—Car rental demonstration car available; delivery from stock; full service and spares facilities—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

**V**&**F** MONACO MOTORS for Volkswagen; buy your new Volkswagen now, which is unique in that it concentrates exclusively on the V.W. and handles no other make; also specialised repair service, spares.

**V**&**F** MONACO MOTORS, 6, Astwood Mews, Bournville, Birmingham 11. Tel. 051/R

**V**&**F** COURFIELD Rd., S.W.7 (near Gloucester Road Station); Fremantle 4414. [051/R]

**J**OHNSON & TALBOT—The Volkswagen for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

**A**CLAND & TABOR, Ltd., Standard House, 80, West Herts and Bedfordshire; offer exchanges for standard saloons and commercial vehicles, maximum hire purchase terms available, 1/5 down, balance over 2 years. [N1021]

**V**&**F** MONACO MOTORS for Volkswagen; buy your new Volkswagen now, which is unique in that it

concentrates exclusively on the V.W. and handles no other make; also specialised repair service, spares.

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**V**&**F** COURFIELD Rd., S.W.7 (near Gloucester Road Station); Fremantle 4414. [051/R]

**J**OHNSON & TALBOT—The Volkswagen for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

**A**CLAND & TABOR, Ltd., Standard House, 80, West Herts and Bedfordshire; offer exchanges for standard saloons and commercial vehicles, maximum hire purchase terms available, 1/5 down, balance over 2 years. [N1021]

**V**&**F** MONACO MOTORS for Volkswagen; buy your new Volkswagen now, which is unique in that it

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## MISCELLANEOUS ADVERTISEMENTS

### CARS FOR HIRE

#### A SYNCHRO

**1955** Vauxhall Velox self-drive, cost £6 per week. NEW Austin A50 Cambridge, £5; small mileage charge; overseas visitors special rates. R.A.C. radio, heater. Continental touring, special facilities for overseas visitors—Synchro Garage, Ltd. 1. Petersham Mews, S.W.7. Western 4108. Cable: Synchro, London.

VOR HILL, Ltd.

**NEW** A40 Cambridge saloons for hire; reasonable terms—Reigate Rd., S.W.19. Wim. 5666.

**MANCHESTER**.—Drive yourself 1954-1955 Vauxhalls; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47 Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1337. [0645/R]

**SLough CAR HIRE**—A40 saloons, drive yourself—Rear, 36, Mackenzie St. Tel. Slough 2501. [0132/R]

**SMITH & HUNTER** for self-drive, inclusive of rates—576, Kensington High St., W.14. Wm. 6417.

LONDON's lowest rates.—The private car chauffeur-driven hire service—Lontan (Vic. 7771-2). Doinham S.W.1.

**A CAR**—Chapman's, 12, Codrington Mews, W.11. Par. 9664-5.

**HAROLD R. HILLS GARAGE**.—Garage accommodation, self-drive, self-hire—5-5. Brixton Mews, S.W.7.

**WIMBLEDON CAR HIRE**, Self-drive Specialists,

1952-54 Austin A30s, A40s and A70s, competitive rates—Mansell Rd., S.W.19. Wim. 5834. [0611/R]

**MOORE PARK GARAGE**.—Self-drive and chauffeur-driven cars current models—110, Wood Vale Forest Hill, S.E.23. [For 24%]. [0679/R]

**IRISH** touring hire and drive the Morris Minor and Mini-Minor Shelbourne Motor Co. Ltd. 20 Kildale St., Dublin 2.

**1954** self-drive cars available for hire from Self Motoring Ltd. 105, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (grange). [0605/R]

**SUSSEX MOTORS**.—self-drive, Morris Minors, Austin 1000, Standard Herald, Hillman Minx, etc. overseas visitors—1 Burwood Mews, Burwood Place, Edgware Rd. W.2 Amb. 025.

**POST-WAR** self-drive cars from £10 per week or daily, special facilities for overseas visitors—G.P. (Bathurst), 11, St. George's Hill, S.W.12. (100 yards Clapham South Tube). Patt. 1107-8-9. [0624/R]

**1954-5 ZEPHYRS**, 13gu a week, 600 miles, also 1955 Oxfords. Somersets—Somerseats guest tariff. Alliance, Brixton, S.W.11. [0618/R]

**EDWARDS & DAVIES (CAR HIRE)**, Ltd.—Post-war S and John Fords; unlimited mileage cars; cars delivered—101, 5532 and 8627—290, Milkwood Rd., Herne Hill, S.E.4.

**SELF-DRIVE** post-war Austin A40s, new Ford, Morris Minor, Morris-Rome (Car Hire), Ltd. 5, Oldmarket Rd., Peckham, S.E.5. New Cross 2103 and 135 High St., Bromley, Kent. Ravensbourne 0205. [0651/R]

**SELF-DRIVE**.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget; modern fleet, alternative types available—Home Office Motors, 160, Nine Elms Rd., N.W.1. (Hampton) 1067-8-9. [0651/R]

**CAR HIRE (KENSINGTON)**, Ltd. for Hummer, Fulman and Austin dependability; chauffeur driven 1952-54 A30s, A40s and A70s, to drive yourself; competitive rates—12, Bourdon St., Berkeley Sq., W.1. M. 6479-80.

**WELBECK CAR HIRE** after the new Ford—W (with heater fitted), no mileage charge; you just pay a flat rental and that is all; one day (8 a.m. to 6 p.m.) £2; one night (5 p.m. to 9 a.m.), £1; 24 hours, 50/- per day. [0615/R]

**WELBECK CAR HIRE** 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Offers 8 a.m. to 6 p.m. Sundays 8 a.m. to noon. [0631/R]

**GEE CARS** self-drive car hire with new Ford 2000, 1954 Consul, Prefect, Anglia, Popular, and Morris Cowley saloons; winter rates from 17/6 per day allowing 40 miles; two-way t-iff; special rates overseas visitors—60-62 Queenston Rd., S.W.8. Mac. 3363. [0608/R]

**WILSONS**, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed re-purchase—Wilson's, 34, Arden Lane, S.W.2. Brixton 4011. 1. Dorking Rd. Epsom 3901.

**DRIVE YOURSELF HIRE CO. (LONDON), Ltd.**—Go by car, comprehensive insurance; it's easy and it's cheap—20 Grosvenor Place, Victoria, S.W.1. 35. Kings Rd. Chelsea, S.W.3. 44. Buckingham Palace Rd., Victoria, S.W.1. Sis. 994-306. Seven Sisters Rd., Finchley Park N.4. 5493. [0607/R]

### PARTS & ACCESSORIES, REPAIRERS, ETC.

#### AXLESHAFTS

**WEST LONDON REPAIR** Co., Ltd. Wim. 6316-7. FRONT and rear axle suspension units, shafts, etc. straightened, heat treated, crack detected—56a High St., Wimbledon. [0586/R]

**ELEPHANT MOTORS**, Ltd. Axleshafts, London S.E.1. Stockists of parts and pinions. Can help you C makes, new and second-hand—97-103, Newton Causeway, London, S.E.1. Tel. Hop. 3262. [0608/R]

**CROWN** wheels and pinions, N.R. for Morris 8, 95-100, 108, 110, 115, 120, Hillman Minx, 10/3, Singer 6 and 9, Standard, L.D. 25/15, Vauxhall 6c. Witham's, 18, Balham Hill, London, S.W.12. Batteries 3280. 5765. [0603/R]

**1500** all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand, parts supplied, co.d. satisfaction guaranteed, cash refunded—W. Machen & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0623/R]

### CARS FOR HIRE

**JERSEY**, C.I.—Forty 1952-5 mid-drive cars; folder on request. R.A.C. 4 Drifshire, 22, Broad St. St. Helier (Jersey Central 1818).

**AUSTIN** A40 and A50 Cambridge saloons, from 45/- per day with unlimited mileage and no extras—Kennington Hire Service, Western 5315. [0600/R]

**SELF-DRIVE** Hire—always latest model Ford Consul, Morris Oxford or Vauxhall Velox, perfectly maintained in every way, if you rent from Victor Britain all petrol and oil is free, rates from £1 a day to £6 per week, plus a minimum of £10. Victor Britain, 12a Berkeley St., London, W.1. Grosvenor 4881. [0772/R]

**OVERSEAS** visitors, a fleet of 1952-5 Austin Drive-ways saloons for hire to drive yourself; send for brochure to Drivehyme Cars, Ltd., Head Office, Kinesway, Newport, Mon. Available at 12 ports throughout Britain. Also available for home market. [0211/R]

**D**o a "good deal" better with Carr Bros. on self-drive or chauffeured hire, best cars, best terms with choice of tariffs from nearest of 5 branches—R.A.C. 6678-9; Renown 6393; Upbands 4811; Hounslow 4606; Wallgate 1096. Call/write Soho Garage, 10, Grosvenor Gardens, London, W.1. [0611/R]

**SMITH & HUNTER** for self-drive, inclusive of rates—576, Kensington High St., W.14. Wm. 6417. [0645/R]

**OVERSEAS** visitors—Opposite London Airport is Steele Griffiths' new Overseas visitors branch, comprehensive service chauffeur-driven or self-drive cars; Vauxhall Velox, Morris Minor, Ford Popular—choose your leave car now! A.A., R.A.C.—Steele Griffiths, opposite London Airport, Park, London, S.E.5. [0621/R]

**DRIVE Yourself Hire**.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients especially welcomed. We have been pioneers of chauffeured hire over 50 years, and, phone 01-521 2201—Reference: Barclays Park, London, S.E.5. [0614/R]

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**1955** and late '54 U-drive cars/estate cars from £10 per week or day. British driving licence required; service which has built up Britain's largest new car fleet; radios, heaters; recommended A.A. and R.A.C.; long period quotations; special facilities overseas visitors; repurchase terms; also chauffeured Hunter and Austin 1000, 1100, 1200, 1300, 1500, 1700, 1900, 2100, 2300, 2500, 2700, 2900, 3100, 3300, 3500, 3700, 3900, 4100, 4300, 4500, 4700, 4900, 5100, 5300, 5500, 5700, 5900, 6100, 6300, 6500, 6700, 6900, 7100, 7300, 7500, 7700, 7900, 8100, 8300, 8500, 8700, 8900, 9100, 9300, 9500, 9700, 9900, 10100, 10300, 10500, 10700, 10900, 11100, 11300, 11500, 11700, 11900, 12100, 12300, 12500, 12700, 12900, 13100, 13300, 13500, 13700, 13900, 14100, 14300, 14500, 14700, 14900, 15100, 15300, 15500, 15700, 15900, 16100, 16300, 16500, 16700, 16900, 17100, 17300, 17500, 17700, 17900, 18100, 18300, 18500, 18700, 18900, 19100, 19300, 19500, 19700, 19900, 20100, 20300, 20500, 20700, 20900, 21100, 21300, 21500, 21700, 21900, 22100, 22300, 22500, 22700, 22900, 23100, 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## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GLOUCESTER**, commanding corner, imposing freehold garage, service station and petrol station, 200,000 gals annually, total area 52,560 sq ft, turnover £60,000 p.a.; £50,000. 11 st., F. S. Gardner & Co., 21, Clarence St., Gloucester. Tel. 23128.

**FRANCIS PARKER & CO., LTD.**, Surveyors and Valuers, Grange Chambers, Underhill Rd., Hayes Middlesex, Tel. 0842 0452. For garage and filling stations from £5,000 to £60,000.—Write or telephone your instructions or requirements to Hayes 0452.

[10876/R]

## Business &amp; Property Wanted

**GARAGES** urgently required in good positions; cash clients waiting.—Adrian Barr & Co., Lodgegate Gdns., E.C.4. City 0998/R.

**GARAGES** and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridge Estate Department, William Rd., W.1. [1M1004/Eus. 15/2]

**WALKER, ADAMS & CO.**, agents and valuers to the trade urgently require garages and filling stations, large or small sites; for applicants wanting to purchase.—Please send details in confidence to Walker, Adams & Co., 12, St. John's Rd., Tunbridge Wells, Tel. 22264 or 22265.

**PETER LONG & PARTNERS**.—Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651/4, require immediately, for genuine applicants, filling stations and garages throughout the United Kingdom; owners assured of confidential and private transactions.—Garage Dept., Peter Long & Partners. [M2078]

## BUSINESS OPPORTUNITIES

(See also page 95)

**A**CTIVE partner required, but well-established representation engine, car works producing components for car industry, good order book, regular contracts. Oxfordshire.—Box 2497.

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service etc., or the employment exchange, Southampton and 18 towns inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

**DRIVER** with Rolls-Royce or Bentley experience required.—Box 2509.

**BRITISH WEST AFRICA**.—Distributors of British motor vehicles established in Nigeria have vacancies for the following posts:

(1) Workshop Superintendent to take charge of modern workshop servicing and repairing well known makes of British, American and French motor vehicles; applicants must be fully qualified and show proof of having successfully held a similar post previously.

(2) Assistant stores manager to take charge of wholesale and retail spare parts shop; applicants must be capable of organising and running a stores and shop, maintaining stock, meeting the public and handling native labour.

In both cases administrative and executive ability is essential and a knowledge of French is desirable; generous terms are offered plus passage, rent free accommodation and allowances.—Apply to Box 2492.

**FULLY skilled mechanic** required by main dealers in provinces (40 miles London); small flat available.—Details to Box 2505.

**EXPERIENCED driving instructor** required, capable of organising driving school; good prospects; North Herts area.—Write Box 2510.

**ASSISTANT** to proprietor for small garage in Ashford, Kent; good prospects; state experience and salary.—Box 2519.

**FULLY skilled mechanic** required by main dealers in provinces (40 miles London); small flat available.—Details to Box 2503.

**EXPERIENCED** commercial vehicle salesman required Croydon area.—Apply, giving age, experience and salary required, Box 2510.

**EXPERIENCED** mechanic, some electrical experience preferred; good conditions and wages; 2-room flat suitable single man; Home counties area.—Box 2483.

**GORDON CARS (LONDON), LTD.**, require a salesman, must have ambition, personality and be of good appearance.—375, Euston Rd., Euston 661.

**EXPERIENCED** car and commercial vehicle salesman required.—Write in confidence to 'Blanchflowers' (Kettering), Ltd., "The Motor People," Kettering.

**WORKING** foreman-works manager, suitable applicants required to become works manager, only experienced men need apply; good flat.—Write full details, experience etc., to Box 2485.

**DRAUGHTSMEN** required for large Motor Engineering Company in the Midlands, accustomed to the design of commercial Vans, Lorries and special vehicles, or junior Draughtsmen for training on this work.—Apply Box 7488.

## HOTELS, GUEST HOUSES, ACCOMMODATION

## HOTELS, ETC.

**BARMOUTH**, N. Wales.—Superb scenery; Min-Y-Mor Private Hotel, Sea Front; ballroom, table tennis, billiards; illustrated brochure.—G. Waddington.

**LONDON**.—Room and breakfast 25/-.—Home Court Hotel, Prince of Wales Terrace, Kensington High St., W.8. [2017]

**LONDON**.—Boston House, 14, Philbeach Gdns., Earls Court, S.W.3, offers friendly hospitality. Modern. B. & B. 15/-.—Fremantle 3785.

**A VIEMORE** Hotel, Aviemore, Inverness-shire. Lovely Highland surroundings, ideal for walks, climbing in Cairngorms. Own golf, putting, tennis. Spacious grounds. Very reasonable Motel terms. Brochure on request.—Tel. Aviemore 211.

## HOTELS, ETC.

**D**OVER (Continent).—Bed/bkfst. from 16/6; comfortable; 3 mins. docks.—Cedars Hotel, Dover 1136.

**NORTH DEVON**.—Accommodation, own poultry produce. 2½ miles sea. H. & C.—Mrs. Moon, Meadoways, Saunton Rd., Braunton, N. Devon.

**MERSEA ISLAND**, family holidays, bathing, riding, comfortable modern accom. facing sea, sep. tables, cars, dogs.—"Whitewhaven," Seaview Ave., West Mersea. Tel. 384.

**L**AND'S END, Sennen Cove Hotel, licensed A.A. R.A.C.s; sandy cove, safe bathing, unsurpassed sea views and rugged coastal scenery; excellent cuisine; April, May, June, signs weekly.

## SITUATIONS VACANT

**A** young man with selling ability to shape his career in the retail motor industry with Southern England distributors of quality cars; the successful applicant will quickly learn the business and have initiative and initiative; some experience preferred but not essential; payment by salary and personal commission.—Box 2481.

**E.C.**, Ltd., require experienced designers and draughtsmen for recently completed extension to drawing office; modern oil-burner equipment required for progress; good salary offered; 5-day week; pension scheme and canteen facilities; experience of automobile industry preferred.—Applications in writing giving age, experience and salary required to Director of Records Office, Windmill Lane, Southall.

**BODY** Designer required to take over duties as Section Leader and control of a section producing detail designs and drawing for production. This position also entails preparation of work, artistic impressions of component parts and the ability to undertake this work is essential. Applications, which will be treated in the strictest confidence, should be addressed to Reference B6. Personnel Department, Bedford.

**YOUNG lady** required for car sales department. Must be able to carry out the clerical work of the department and be prepared to train as saleswoman, must be of pleasing appearance and able to drive car with an interest in motor cars and accessories.

Good salary and commission. Apply in confidence, giving age and details of previous posts to Blanchowers (Kettering), Ltd., "The Motor People," Northampton Rd., Kettering.

**F**irm distributional office require fully experienced live man to concentrate on volume business; progressive situation for someone having drive and administrative ability to ultimately take charge of commercial vehicle sales; good salary plus liberal benefits including annual leave and promotional particulars of career including age and commercial sales turnover last 2 years in confidence.—Managing Director, Hangers, 187, Broad St., Bham.

**SERVICE** manager required by Vauxhall and Bedford main dealer applicant must be sound engineer with intimate knowledge of Vauxhall and Bedford petrol and diesel products and modern service and workshop planning, techniques and systems, initiative and ability essential for this progressive position in a rapidly expanding company.—Apply in confidence stating age, qualifications, experience and salary required to Welch & Co., Ltd., Redcliffe St., Bristol.

**COMMERCIAL** manager, an opportunity exists for an individual possessing ability and initiative with a growing organisation in the manufacture of types of commercial vehicles, suitable applicants must possess technical knowledge as well as commercial experience, and will be required to work closely with the managing Director in handling sales enquiries and making liaison at all levels with the Marketing, Government Departments and overseas buyers etc., interesting salary to suitable applicant according to qualifications and experience age 29-39 years.—Write: Managing Director, Douglas All-Wheel-Drive Vehicles, Marlborough Rd., Cheltenham. Envelope to be marked "Application".

**SITUATIONS WANTED**

**D**RIVING) Gentleman retired, seeks spare time driving, 40 years' clean licence.—Finchley 4606.

**FORD** storekeeper (25), 6 years' exp. with main dealer, seeks progressive post; exc. refs.—Box 2549.

**E**DUCATED young lady, very keen, experienced car driver, requires job; suggestions welcome.—Box 2419.

**P**UBLIC school man, 23, N.S., completed, matriculated, good progress, post as trainee in first-class motor organisation.—Box 2518.

**C**APABLE secretarial/general assistant, 34, charge office and admin. branch, highest integrity; position sought Southern Counties; capital possibly available.—Box 2727.

**S**ALESMAN (male) (33), requires executive position with genuine first-class prospects in live firm of standing, needing man-of-action, responsible, fully experienced (pre/postwar) all branches, sales promotion/administration, all makes, new and used, can buy, sell, handle finance; top level contacts.—Box 2496.

**BOOKS, ETC.**

**22000** Instruction manuals, spares lists, wiring timing, lubrication, charts, enquiries stamped envelope.—Final, 13, Nashleigh Hill, Chesham Bucks.

**10000** Finest book ever published for the man interested in saving money, earning money, or simply making things; send s.e.f. for details.—Frobisher Co., Dept. O, 10, Bond St., Preston, Lancs.

**WORKSHOPS**, Morris, Wolseley, 16/3; Jowett, 19/-; Austin, 27/2; MG, Riley, 31/3; catalogue, 6d; enquiries, stamp please.—Gray, Postal Bookseller, 4, Chancery Lane, Fleet Street, London, E.C.4.

**HOTELS, ETC.**

**C**ORNWALL.—Delightful spring, summer holidays. Comfortable, small hotel overlooking sea, beaches, boating. Good food. Terms 6-8s.—St. Andrews, A.A., R.A.C., Port Isaac, Tel. 240.

**C**ORNWALL.—Tintagel, "Eirenion"; modern guest house; every comfort; b. & c.; interior sprung mattresses; homely atmosphere; good food; personal supervision.—Misses Tremain and Ash.

**HOTEL GUIDES**

**F**ARM and country holidays: Guide for 1955, describing Britain's Best Holiday Farms and Guest Houses, pages of pictures; 2½ post paid.—Farm Guide, Dept. A, 18, High St., Paisley.

## AUCTIONS, TENDERS, APPOINTMENTS, ETC.

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By Appointment to  
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(Road Transport  
Contractors)



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(Road Transport  
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**CHARLES RICKARDS, LTD.,**

CONDUIT MEWS,  
SPRING STREET, W.2.  
(minute Paddington Sta.)

Est. 100 Years

**MOTOR AUCTION SALES**  
**TUESDAYS & THURSDAYS AT 2 P.M.**

Sales conducted by  
**H. V. RICKARDS, F.A.L.P.A., F.V.I., M.I.M.I.**  
(Incorporated Auctioneer),

Sale Rooms open from  
9 a.m. to 6 p.m., Saturdays 1 p.m.

Appointments gladly arranged  
for later hours.

**SALES BY PRIVATE TREATY DAILY**

Please 'phone for full details  
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or  
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WITH SHOWROOM FACILITIES**

**GODDARD, DAVISON & SMITH, LTD.,**  
MOTOR AND GENERAL AUCTION MART.

**AUCTION SALES EVERY MONDAY,**  
at 10 a.m.

PLANT, EQUIPMENT, MACHINERY, TOOLS,  
ACCESSORIES, and Miscellaneous Goods,  
at 2 p.m.

**120 CARS, COMMERCIAL VEHICLES,  
ETC.**

**SPECIALIST VALUERS TO THE MOTOR  
INDUSTRY.**  
THE AUCTION HALLS,  
PUTNEY BRIDGE APPROACH, S.W.6.

Tel. Renown 6101/2/3.

[0259/R]

**AUCTIONS**

**POULTON, GLOS.**

(On the main A.417 road.)

The Freehold FILLING STATION

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HAVE BEEN SELLING MOTOR CARS BY  
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Approximately 100 cars and vans offered each week.  
Valuations for all purposes.  
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And all Specialist Services in Valuations, Sales &  
Purchases.

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Apply: Estate Department, 22, William Road, N.W.1.

**BUSINESS OPPORTUNITIES**  
(See also page 94)

**TO MANUFACTURERS FOR THE MOTOR  
INDUSTRY.**

Modern 4-litre or other saloons, with competent drivers, supplied under contract for experimental and test purposes in connection with components, accessories, etc. (e.g., tyres, brakes, electrical equipment, piston rings, oils, etc.) Mileages as required.

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[8469]

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(MOTOR CAR DIVISION)

HAVE

**IMMEDIATE VACANCIES**

FOR

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**SALARY**

ACCORDING TO AGE, EXPERIENCE  
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EXCELLENT PROSPECTS.

**APPLY IMMEDIATELY:**

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ASSISTANT SALES MANAGER. Aged 21-30. Must have good Sales Record with established firms in the trade. Prepared to reside within a five-mile radius of Woodford. Excellent opportunity for young man of good education.

Salesman. Qualifications similar to above. Salary and Commission.

MOTOR MECHANICS. Top rates of pay for skilled Mechanics and Improvers. All facilities. PANEL BEATER. Exceptional opportunity for first-class man, capable of handling Crash Repair work.

**75-95, HIGH ROAD,  
WOODFORD GREEN,  
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Please write in block letters with ball pen or pencil.

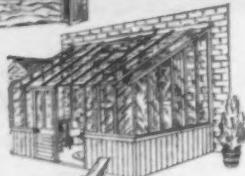
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**GARDEN BUILDINGS  
OF ALL  
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Please send  
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**ALPHA WOODCRAFT Ltd.**  
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**Rayon CAR  
SEAT COVERS**

Car Seat Covers in  
exclusive hand-cut  
**55/-**

Beautifully made with every seam  
triple stitched.

Maroon, blue, green, grey,  
tawny, brown; light or dark  
shade of each. State car, year  
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Cash with order or  
C.O.D. (Carriage  
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Collars, welts  
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Trade supplied

Write today to—**ENFIELD TYRE COMPANY**,  
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From Garages, Halfords, or direct

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**GARAGES**

**ILFORD.** Asbestos strips  
on wood frame, doors all  
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16' x 8' £38.

**BARNET.** Aluminium sheets  
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Other sizes made.

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Only 15% Deposit. H.P. Terms

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In heavy proofed Twill, Bedford Cord  
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**'FLASHING'  
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as exhibited at Motor Show  
Fitted instantly without  
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Thousands of satisfied users.

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**16/- Two  
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Including nozzle for ceiling spraying



Paint easily, evenly, and twice as fast  
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Jacketed air and spray. Complete with  
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**CAR COVER**

**25/-**



FREE with  
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**TAILORED CAR  
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Perfect fit, guaranteed  
Heavy weight  
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As cars and lorries take their place,  
But petrol won't good crops ensure,

You should use "Super" Hop Manure.

It supplies humus AND plant foods for ALL soils  
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8/10 h.p. FORD—CARS—VANS, 5 cwt.

Set of 8 Linings (Drilled) and  
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As supplied to Leading Manufacturers.

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Diminish upward glare, in fog, mist or snow. Reduce  
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Chromium plate on Brass 7/6 each. 5/3 Each

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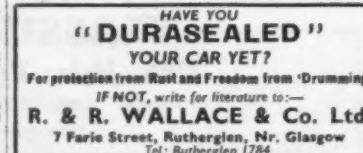
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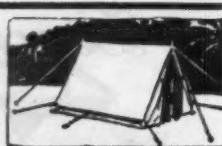
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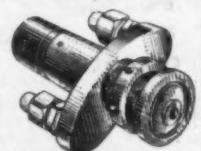
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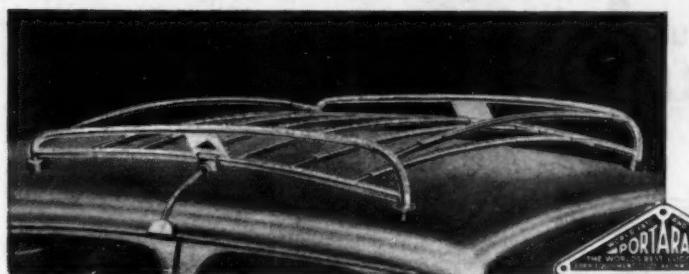
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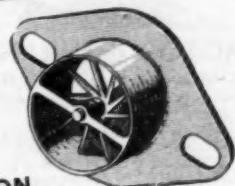
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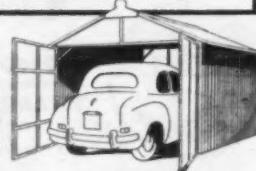
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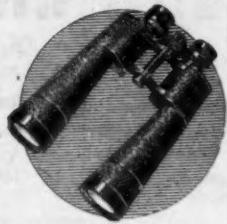
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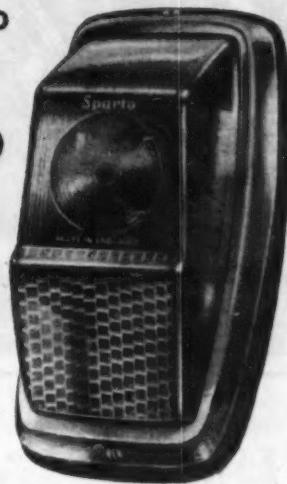
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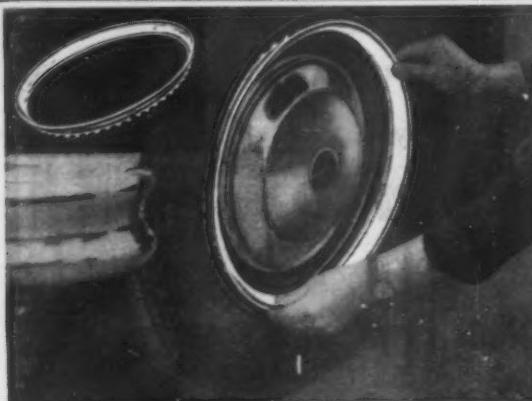
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